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Thursday, March 4, 1965
Phalguna 13, 1886 (Saka)

LOK SABHA DEBATES

(Eleventh Sessions)

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LOK SABHA SECRETARIAT
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*The sign + marked above the name of a Member indicates that the question was actually asked on the floor of the House by that Member.

LOK SABHA

Thursday, March 4, 1965/Phalguna 13, 1886 (Saka).

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

MEMBER SWORN

Mr. Speaker: Secretary may call out the name of the Member who has come to make and subscribe the oath or affirmation under the Constitution.

Secretary: Shri Nar Deo.

Mr. Speaker: The Minister of Parliamentary Affairs may introduce the Member to the House.

The Minister of Communications and Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, I have great pleasure in introducing to you and through you to the House Shri Nar Deo who has been returned to Lok Sabha from Hathras constituency of Uttar Pradesh in the vacancy caused by the election of Shri Joti Saroop having been declared void.

Shri Nar Deo: (Hathras).

ORAL ANSWERS TO QUESTIONS

राज्यों की चौथी पंचवर्षीय योजना

*253. श्री स० चं० सामन्त :
श्री म० ला० द्विवेदी :
श्री रा० स० तिवारी :
श्री स० मो० बनर्जी :
+

श्री यशपाल सिंह :
श्री प्र० चं० बरुआ :
श्री रामेश्वर टांटिया :

क्या **योजना** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या योजना आयोग ने विभिन्न राज्यों/संघ राज्य क्षेत्रों से प्राप्त चौथी पंचवर्षीय योजना सम्बन्धी प्राथमिक ज्ञापनों पर इस बीच विचार कर लिया है ; और

(ख) यदि नहीं, तो उन पर विचार करने में तथा विभिन्न राज्यों/संघ राज्य क्षेत्रों के लिए अन्तिम रूप से संसाधन तथा धन नियत करने में कितना समय लगेगा ?

योजना मंत्री (श्री ब० रा० भगत) : (क) सभी राज्यों तथा संघ राज्य क्षेत्रों से चौथी पंचवर्षीय योजना का प्रारम्भिक ज्ञापन अभी प्राप्त नहीं हुआ । जो प्राप्त हुए हैं वे योजना आयोग और मंत्रालयों के विचाराधीन हैं ।

(ख) राज्यों/संघ राज्य क्षेत्रों की योजनाओं के निरूपण के लिए एक क्रमबद्ध कार्यक्रम तैयार किया गया है और चौथी योजना का अन्तिम प्रतिवेदन राष्ट्रीय विकास परिषद को फरवरी 1966 में प्रस्तुत किये जाने की सम्भावना है ।

Shri S. C. Samanta: May I know whether the representatives of the universities in the States are being consulted by State Governments or by the Central Government?

Shri B. R. Bhagat: Universities are not consulted, but it may be that some of the persons may be on the working groups in the States. I do not know.

Shri S. C. Samanta: Is it not a fact that in the First and Second Plans the Centre itself invited representatives of the universities for their opinion in the formulation of the Plan?

Shri B. R. Bhagat: In their advisory capacity we keep in close touch with all sections, whether they be university teachers or scientists or others, in the formulation of the Plan. So far as State plans are concerned, various States have various working groups and they are mainly composed of officers of the departments. They submit plans and they are integrated by the States and then submitted to the Centre.

Shri S. M. Banerjee: Is it a fact that no State Government has kept any additional amount for the welfare or raising of the allowances of the teachers and, if so, whether the Centre has given any additional amount out of the Plan for the non-plan expenditure for the welfare of the teachers or for implementing the tripple benefit scheme?

Shri B. R. Bhagat: All the State Plans are under examination and it is only when the review is made that the point raised by the hon. Member can be known. Apart from that that is a separate all-India question . . . (*Interruptions*).

Shri S. M. Banerjee: The other day this question was raised . . .

Mr. Speaker: I am concerned with the present question.

Shri S. M. Banerjee: My question concerns with this.

Mr. Speaker: No.

श्री यशपाल सिंह : क्या सरकार यह बतला सकती है कि डिफेन्स के लिए जो फाइव इयर प्लैन बनाई गई है उसका मतलब क्या है । चाइना हमारे ऊपर कल हमला करेगा और हम पांच साल के लिए प्लैन बना रहे हैं । इस का क्या मतलब है ?

श्री ब० रा० भगत : डिफेन्स का प्लैन इस से अलग है, इस में नहीं है ।

Shri Rameshwar Tantia: Is it a fact that most of the States have submitted the Fourth Plan report with deficit financing and, if so, may I know whether they have consulted the Central Government before presenting these budgets?

Shri B. R. Bhagat: As many as 18 States and Union Territories have submitted their Plans. But it is true that although the outlays indicated are high and in some cases even higher than what were indicated by the Planning Commission, they have either taken a very pessimistic view of the resources or have not taken any view on this.

Shri S. N. Chaturvedi: May I know whether advance allocations have been made in respect of the targets that have been fixed in the fourth Five Year Plan, power particularly?

Shri B. R. Bhagat: Generally, the Planning Commission has indicated that the fourth Plan outlays should not exceed double of the third Plan overall outlays.

Shri S. N. Chaturvedi: My question was different. It was about the advance allocations especially in respect of power.

Shri B. R. Bhagat: How can there be an advance allocation for the fourth Plan when the Plan itself is not decided upon? It has not been made.

Shri Harish Chandra Mathur: May I know whether the strategy, approach and the scope of the Plan have been indicated to the State Governments and, if so, what are the strategy, approach and the scope of the Plan, and if the National Development Council is to consider these only in February, 1966, how will we get along in the first year of the fourth Plan?

Shri B. R. Bhagat: So far as the broad objective and strategy of the fourth Plan is concerned, it was adopted in the preliminary memorandum which has been considered by the National Development Council and has also been placed on the Table of

both Houses. The National Development Council has broadly indicated the size, that is, Rs. 21,500 crores to Rs. 22,500 crores, for the fourth Plan. In this broad perspective, the State Governments have been asked to formulate their plans.

Shri Harish Chandra Mathur: My question is particularly about the strategy, because we were told that there was going to be a reorientation in the strategy, more attention towards the consumer goods and all that. So, what is the strategy which has been indicated?

Shri B. R. Bhagat: Well, I have to repeat the objectives in the preliminary memorandum; broadly, a 6.5 per cent growth is indicated. It is true that there is a shift in the allocations—more towards social services, particularly health and education, and all these basic industries like metals and machines, to which special priority has been given.

श्री गुलशन : क्या मैं यह जान सकता हूं कि चौथी पंच वर्षीय योजना में शेड्यूल्ड कास्ट्स और बैकवर्ड क्लासेज के लोगों के लिए विशेष ढंग से कोई रकम रक्खी गई है ।

श्री ब० रा० भगत : अभी जो प्रिलिमिनरी मैमोरन्डम सभा के पटल पर रक्खा गया है उसमें इस बारे में भी चर्चा है और उसमें जो रकम है उसे बढ़ाया गया है ।

Shri Ranga: Is it in anticipation of what they would be getting from the fourth Plan allocations that almost all the States are now competing with each other in presenting deficit budgets? Wherefrom are they going to get the funds to balance their ways and means?

Shri B. R. Bhagat: The deficit budget does not relate to the fourth Plan, but to the last year of the Third Plan.

Shri Ranga: How do the Government propose to help them to balance their ways and means position there?

Shri B. R. Bhagat: Both the Planning Commission and the Finance Minister have made it clear to them that they must balance their budgets.

श्री विभूति मिश्र : विभिन्न स्टेटों में से किसी में फी आदमी आमदनी कम है और किसी में ज्यादा है । मैं जानना चाहता हूं कि चौथी पंचवर्षीय योजना बनाने के वक्त क्या सरकार ध्यान देगी कि जो कम उन्नत स्टेट हैं उन की आमदनी भी उन्नत स्टेटों के मुकाबले में हो क्योंकि यहां लिखा हुआ है "धर्मचक्र प्रवर्तनाय" और उस की हम ने अपने संविधान में शपथ भी ली है ।

श्री ब० रा० भगत : जब स्टेट प्लैन्स बनाई जायेंगी तब उन में इस बात का भी निर्देश किया जायेगा कि इस का ध्यान रक्खा जाये कि जो कम उन्नत क्षेत्र हैं या राज्य हैं उनकी प्रगति तेजी से हो ।

Diversification of Tax Pattern

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*254. { **Shri Surendra Pal Singh:**
Shri Yashpal Singh:
Shri S. M. Banerjee:
Shrimati Savitri Nigam:
Shri Bhagwat Jha Azad:
Shri P. R. Chakraverti:
Shri P. C. Borooah:
Shri Vidya Charan Shukla:
Shri Bibhuti Mishra:
Shrimati Ramdulari Sinha:

Will the Minister of **Planning** be pleased to state:

(a) whether it is a fact that the Resources Committee of the National Development Council took certain decisions during its first meeting held on the 3rd January, 1965 to check tax evasion and to raise additional resources for the Fourth Plan from the agricultural sector; and

(b) if so, the broad outlines of the proposals under consideration?

The Minister of Planning (Shri B. R. Bhagat): (a) and (b). At the meeting held on January 3, 1965, the Resources Committee of the National Development Council considered only the broad approach to the question of additional resource mobilization for the Fourth Plan. Certain suggestions of a general nature for checking tax evasion and raising additional resources from the agricultural sector were also made during the course of discussions. It was agreed that specific proposals should be prepared and submitted for consideration by the Committee at its next meeting.

Shri Surendra Pal Singh: In view of the fact that the pattern of economic growth in the country has changed considerably as a result of massive investments in the economy since 1951, do the Government propose to set up a fresh Taxation Enquiry Commission to rationalise the tax pattern?

Shri B. R. Bhagat: There is no such proposal.

Shri Surendra Pal Singh: In view of the fact that according to the Government's own assessment, tax evasion in the country is as high as 60 per cent of the potential assessment, may I know how far would the reduction of this tax evasion to the normal minimum level help in the augmentation of the resources of the fourth plan?

Shri B. R. Bhagat: It is difficult to give an estimate.

श्री यशपाल सिंह : क्या इस तरह का कोई प्रस्ताव सरकार के सामने है कि जैसे किसान को अगर थोड़ा भी टैक्स बाकी रह जाता है तो, पकड़ कर जेल में डाल दिया जाता है, उसी तरह जिन लोगों ने आज तक टैक्स इवेजन किया है क्या उनको भी जेल में डालने की कोई स्कीम है ?

अध्यक्ष महोदय : इस पर तो गौर करना होगा ।

Shri S. M. Banerjee: Apart from the discussion on tax evasion, may I know whether the question of nationalising banks and general insurance and other key industries to mop up the resources were also discussed at this meeting and, if so, what is the reaction of Government?

Shri B. R. Bhagat: It is difficult to give a gist of the discussions which lasted over several hours. But whatever is relevant to resource mobilisation is under review.

Shri S. M. Banerjee: Was nationalisation of banks also considered?

Shri B. R. Bhagat: In that particular meeting, it was not discussed.

Shrimati Savitri Nigam: In view of the fact that the U.P. Government have clearly stated that the tax load on the people of U.P. is already very high and due to the very low investment in the three five year plans and the low *per capita* income of the State they are unable to do any diversification, may I know what suggestion or advice the Central Government is going to give them to get more and more resources for the fulfilment of the fourth Plan?

Shri B. R. Bhagat: It is not our own advice, but they are also participating in that. The Chief Minister of U.P. is a member of the committee.

श्री भागवत झा आजाद : अभी मंत्री महोदय ने बताया कि चतुर्थ योजना में इन में से कुछ उपायों पर विचार किया जाएगा । मैं यह जानना चाहता हूं कि उन्होंने अब तक टैक्स इवेजन को रोकने के लिए जो उपाय अपनाएं हैं उनमें से कितने सफल हुए हैं और उन के कारण कितनी धनराशि मिली है, क्या इसका कोई अनुमान लगाया गया है ?

श्री ब० रा० भगत : इस मीटिंग में तो इस बात की चर्चा इस रूप में नहीं हुई । लेकिन जैसा कि माननीय सदस्यों को मालूम है कि वित्त मंत्री जी ने कई उपाय अभी लागू किए हैं, कल ही इस के लिए सभा ने एक बिल पास किया है । मेरे खयाल में कुछ समय और बीतने

दिया जाए तो इन उपायों के परिणाम का कुछ अन्दाजा हो सकेगा ।

श्री भागवत झा आजाद : मैं कल की बात नहीं करता । मुख्य प्रश्न तो यह है कि उन्होंने अब तक जो कदम उठाये हैं वे कदम कितने सफल हुए हैं और अगर हुए हैं तो कितनी धनराशि की उनके फलस्वरूप प्राप्ति हुई है ?

अध्यक्ष महोदय : सवाल के उत्तर में तो इन सारी बातों को लाना मुश्किल होगा । अभी डिसकशन होने वाला है, उस वक्त मेम्बर साहिबान इन बातों का जिक्र कर सकते हैं ।

श्री ब० रा० भगत : वित्त मंत्री जी ने बजट रिपोर्ट में बताया है कि कितना रेवेन्यू बढ़ा है । इस से इन उपायों की सफलता का अन्दाजा लगाया जा सकता है ।

Shri P. R. Chakraverti: May I know what is the proportion of tax evasion to the total amount which is expected to be raised and what specific suggestions were made at that meeting to stop tax evasion?

Shri B. R. Bhagat: I am not in a position to say what is the proportion of tax evasion to the total amount; it is difficult to give. As for the proposals, there is no definite proposal that has emerged. Some suggestions were made by the members of the committee and they were discussed. There will be many more meetings.

श्री विभूति मिश्र : क्या सरकार को पता है कि कौन कौन से ऐसे सज्जन इस देश में हैं जिन्होंने सरकारी कर देने से अपने आप को वंचित रखा है ? यदि हां, तो क्या सरकार इन लोगों से असहयोग करना चाह रही है जैसा कि गांधी जी का सिद्धान्त था ?

श्री ब० रा० भगत : माननीय सदस्य उनसे असहयोग करें । सरकार तो उन से कर वसूलना चाहती है ।

श्री विभूति मिश्र : प्वाइंट आफ आर्डर । मेरा सवाल यह है कि जिन लोगों ने सरकार का टैक्स नहीं दिया है उन के साथ मंत्री गण और बड़े बड़े लोग जाकर खाते पीते हैं और उन से सम्बन्ध रखते हैं जिससे उनको टैक्सों से बचने की और हिम्मत होती है । इसके लिए हमारी सरकार क्या कर रही है ?

अध्यक्ष महोदय : यह तो मैं नहीं कहता कि माननीय सदस्य यहां यह सवाल नहीं कर सकते । उनका सवाल दुरुस्त है । मगर मैं यह जरूर कहूंगा कि यहां के बजाय अगर वह मिनिस्टर को अपने आरगेनाइजेशन में पकड़ते तो ज्यादा अच्छा होता । सवाल तो यहां किया जा सकता है, लेकिन सिद्धान्त का सवाल यहां से नहीं हो सकता ।

श्री भागवत झा आजाद : आपके सभापतित्व में हम उन को ठीक से पकड़ सकते हैं ।

श्री सरजू पाण्डेय: मैं यह जानना चाहता हूं कि क्या इस मीटिंग में इस बात पर भी विचार किया गया कि राज्यों में और केन्द्रीय सरकार में जो तरह तरह के भिन्न भिन्न तरीके प्रचलित हैं उनमें एकरूपता लायी जाए ?

श्री ब० रा० भगत : इस पर तो खास तौर से चर्चा नहीं हुई, लेकिन इस बात की चर्चा जरूर उठी थी कि गांवों से जो धनराशि एकत्र की जाती है अगर उसके तरीके में सारे देश में एकरूपता लायी जा सके तो बहुत आसानी होगी ।

Shri Kapur Singh: Is any reliable assessment available of the true magnitude of tax evasion prevalent or is it anybody's guess?

Shri B. R. Bhagat: There is no estimate with us at least.

Shri Shivaji Rao S. Deshmukh: What was the reaction of the National Development Council to the long-standing and historical background of our freedom struggle which was based on the main idea that land revenue in the villages should be abolished because the rural section constitutes the

weakest section of the population of our country and there has been a proposal that the rural section alone is the only sector in India where there has been absolutely no tax evasion?

Shri B. R. Bhagat: I do not know what would happen to the Plan if we decide not to raise any resources from the rural sector in the present state of our economy where the rural sector constitutes about 80 per cent of our population.

Shri Shivaji Rao S. Deshmukh: The question was that 75 per cent of the rural holdings are uneconomic and the entire freedom movement veered round this idea that there should be ultimate abolition of land revenue.

Mr. Speaker: The information that the hon. Member gives cannot be a question.

Shri Shivaji Rao S. Deshmukh: Members can ask for the reaction of the National Development Council.

Mr. Speaker: Hon. Members first create a basis while asking a particular question.

Shri Shivaji Rao S. Deshmukh: Sir, is not a Member justified in asking what is the reaction of the Council? I am not giving any information, I am asking what is their reaction.

Mr. Speaker: That he has told us.

Dr. L. M. Singhvi: What were the specific suggestions or proposals examined by the Resources Committee in respect of raising additional revenue from the agricultural sector and what was the reaction of the Government on them?

Shri B. R. Bhagat: This was the first meeting of the N.D.C.—Committee on Resources. Members have made certain suggestions—for example, increase in land revenue, to what extent it is feasible, revision of irrigation rates and other things, resources for the panchayats and zilla parishads etc. All these points were made. But they are just in the nature of suggestions. Their feasibility, practicability and to what extent the people are going to be affected etc., will be examined in the subsequent meeting.

Surrender of Unaccounted Money

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*255. **Shri Yashpal Singh:**
Shri Bhagwat Jha Azad:
Shri S. M. Banerjee:
Shri Prakash Vir Shastri:
Shri Jagdev Singh Siddhanti:
Shri M. L. Dwivedi:
Shri R. S. Tiwary:
Shri S. C. Samanta:
Shri D. C. Sharma:
Shri P. R. Chakraverti:
Shri P. C. Borooah:
Shri Subodh Hansda:
Shri Chunl Lal:

Will the Minister of **Finance** be pleased to state:

(a) whether following the raids to unearth unaccounted money, some persons had approached Government with an offer to surrender their wealth provided no legal action is taken against them; and

(b) if so, the action taken in the matter?

The Deputy Minister in the Ministry of Finance (Shri Rameshwar Sahu): (a) and (b). While voluntary disclosure of income by persons liable to taxation is not altogether unknown to the Direct Taxes Department, there have been some such offers in the recent past. It is not possible to say that these are directly related to the raids. The bill before the Lok Sabha to amend the Income-tax Act is intended to help in this process of voluntary disclosures. Such offers are dealt with according to law.

Dr. L. M. Singhvi: It has already been passed.

Mr. Speaker: The answer was prepared before it was passed.

Shri Harish Chandra Mathur: They should have amended the answer at least

श्री यशपाल सिंह : क्या सरकार इसको न्यायसंगत समझती है कि पहले एक आदमी कत्ल करे और फिर आकर कह दे कि मैंने मारा है, तो क्या उसको माफ कर दिया जाएगा ?

The Minister of Finance (Shri T. T. Krishnamachari): Sir, I am sorry that we did not correct the answer. It should have been "the Bill before Parliament" because the Bill has not been passed yet by both the Houses. I hope, Sir, you will accept my apology for it.

There is no question of murder or anything of that nature here. If people are willing to co-operate with us, naturally there will be no punishment.

श्री यशपाल सिंह : जिन लोगों ने अनुचित उपायों से और ब्लैक मारकेट से रुपया कमाया है, क्या वे कातिलों से कम हैं ?

अध्यक्ष महोदय : यह आप क्या आरगूमेंट दे रहे हैं कि कम हैं या ज्यादा हैं ?

श्री यशपाल सिंह : मैं यह जानना चाहता हूं कि इस बारे में क्या निर्णय लिया गया, कितने लोग गिरफ्तार किए गए और कितना रुपया आफर किया गया ?

अध्यक्ष महोदय : यह तो उन्होंने अपनी बजट स्पीच में सब कुछ बताया है कि गवर्नमेंट ने क्या-क्या किया है ।

श्री भागवत झा आजाद : मैं यह जानना चाहता हूं कि क्या यह सरकार को मालूम है और क्या मन्त्री महोदय बतला सकते हैं कि बीते हुए दिनों में अब तक के छापे मारने के बाद कितने व्यक्तियों ने आप को अपने धन का समर्पण किया और क्या आप यह समझते हैं कि इस नीति से सरकार उन लोगों को बढ़ावा नहीं दे रही है जो कि सम्पत्ति को जमा करते हैं और टैक्स का इवेजन करते हैं ? क्या आपने इस बात पर विचार किया है, यदि किया है तो इस सम्बन्ध में आपकी क्या राय है ?

Shri T. T. Krishnamachari: As you have very kindly pointed out, this matter I have referred to in my budget speech. All the pros and cons are considered and then a decision is taken.

श्री जगदेव सिंह सिद्धान्ती : जो पहले छापे मारे गये थे क्या वे पूर्व सूचना पर मारे गये थे क्योंकि परिणाम यह निकला कि जिनकी सम्पत्ति बैंकों और लाकरों आदि में जमा थी वे उसको छापे पड़ने से पहले ही निकाल ले गये ? मैं यह जानना चाहता हूं कि जो वह छापे मारे गये थे वे पूर्व सूचना देने के बाद मारे गये थे या बगैर किसी सूचना के दिये मारे गये थे ?

Shri T. T. Krishnamachari: Naturally, when we make a raid we do not give any information before.

Shri S. C. Samanta: How much money has already been deposited with government by such persons?

Shri T. T. Krishnamachari: The announcement was made only on the 27th of last month. We have to wait for some time to know the results.

Shri D. C. Sharma: May I know the *modus operandi* of government in getting these voluntary disclosures made? Is it left to the good sense of the persons who disclose them, or the income-tax officials persuade them, or some moral agency like the *Sadachar Samiti* persuades them?

Shri T. T. Krishnamachari: Once the income-tax department comes in, there is nothing voluntary about it The good sense of the person comes in when, in the manner suggested in my budget speech, they make a declaration and deposit the tax in the Reserve Bank. Then that voluntary disclosure will be accepted.

Shri P. R. Chakraverti: While working out the formula of giving

concessions to those who voluntarily offer the surrender of wealth, may I know whether government draws a distinction between those who make an offer before the raids and after the raids?

Shri T. T. Krishnamachari: The position now is that anybody could make an offer. I think the Department is issuing a press-note today clarifying the position. If it is in the process of assessment, they have to negotiate with the Income-tax Commissioner about it.

Shri Subodh Hansda: The hon. Minister has stated that a number of people have expressed their desire to disclose their accounts. I would like to know whether it is not a fact that, as there was not adequate protection for those who honestly desired to disclose their accounts, there was the bitter experience in the case of foodgrain dealers who were harassed when they disclosed their whole stocks?

Shri T. T. Krishnamachari: I am not aware of any harassment in any other sector. If anybody voluntarily discloses his income and co-operates with the department, I am sure the department will see that he is treated fairly.

Shri Ranga: What steps are being taken by government to ensure that whatever is discovered during raids and is in the possession of the officer or officers is actually accounted for and credited to the government and there is no difference at all between the sums of money that are taken charge by the raiding officers and the sums of money which are actually handed over to the government?

Shri T. T. Krishnamachari: Government have no reason to doubt that there is any discrepancy of the nature that the hon. Member contemplates.

Shri Ranga: That answer does not help us. We want to know whether they have taken any steps to ensure that. We would like to have that information.

Mr. Speaker: Does he mean that there should be a third party present . . .

Shri Ranga: Sir, as a judge you should have known that whenever a raid is made on anybody's house all the properties are accounted for. Even in those days when our houses were being raided and our records were being taken over by the British Government, they used to give us a regular receipt for all the papers that they had taken away. Similarly, in this case also, are any steps being taken by government to see that there is no mischief played by the members of the raiding party, because it is quite possible that mischief can take place?

Mr. Speaker: An inventory is always prepared under the law. There would always be some scope for mischief by those who want to indulge in it. But we have to repose confidence in somebody.

Shri Ranga: We have seen the result of confidence being reposed even in Chief Ministers and Ministers. Therefore, definite steps must be taken by government to safeguard the interests of the citizens.

Mr. Speaker: Does he want another agency to supervise it?

Shri Ranga: When people have no confidence even in Chief Ministers, just to ask them to have confidence in some officers . . .

Mr. Speaker: The Minister might take note of the suggestions that have been made by the hon. Member.

Shri Indrajit Gupta: In view of the wide publicity which has been given to this offer of government to people who come forward to make voluntary disclosures, has the Minister considered the possibility of some unscrupulous people taking advantage of this in order to disclose only a very small fraction of their total unaccounted wealth? In that case, would the government or the public at large be led to believe that because they have parti-

ally disclosed a part of their wealth, so they have thereby established their moral *bona fides*, as it were? What is the check prescribed to see that people do not evade payment of tax by simply disclosing a small portion of their income?

Shri T. T. Krishnamachari: The extent of any immunity granted is limited to the amount of disclosure made. There is no estoppel, so far as the department is concerned, in regard to making further enquiries.

Shri Indrajit Gupta: Would the Government be conducting further investigations in such cases or would they be taking it for granted that he is an honest man because he has partly disclosed his income?

Mr. Speaker: The Minister has already answered that the immunity would extend only to the portion of the wealth which has been disclosed.

श्री हुकम चन्द कछवाय : मैं यह जानना चाहता हूं कि हाल ही में जिन स्थानों में छापे मारे गये हैं और जहां से 5, 5 हजार और 6, 6 हजार रुपया इकट्ठा किया गया है और उन्होंने बही-खातों में उन रकमों को दर्ज दिखा कर बतलाया है कि उन्होंने वह पैसा कमाया है तो क्या सरकार द्वारा उन रकमों को लौटाने का विचार किया गया है ?

Shri T. T. Krishnamachari: Any money collected in excess of what is due to government will certainly be returned. According to the Bill which has been approved by hon. Members yesterday, they cannot keep it with them for more than 90 days. Within that time it has to be returned.

Ghaggar Project for Flood Control

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*256. **Shri Harish Chandra Mathur:**
Shri Karni Singhji:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Shiv Charan Mathur:

Will the Minister of **Irrigation and Power** be pleased to refer to the reply given to Starred Question No. 210 on the 26th November, 1964 and state:

(a) whether work on Ghaggar project for flood control has been started; and

(b) the progress likely to be made before the next rains?

The Deputy Minister in the Ministry of Irrigation and Power (Shri Shyam Dhar Misra): (a) and (b). Ghaggar Flood Diversion Scheme is being actively processed by the Government.

Shri Harish Chandra Mathur: What is the nature and financial implication of the scheme which has been finalised by the engineers and approved by the Planning Commission? Is it a fact that this scheme approved by the engineers and the Planning Commission is not acceptable to the Finance Ministry on technical grounds? If that is so, what is the nature of the objection of the Finance Ministry and how do government propose to resolve it?

The Minister of Irrigation and Power (Dr. K. L. Rao): It has to be accepted that while dealing with the problem of Ghaggar, various aspects have to be studied, and studies have been conducted to find out how to use the water economically and efficiently in the best interests of the nation. Therefore, a number of schemes have been drawn up to utilise the water by way of lift or flow irrigation, by way of feeding into the Rajasthan Canal and the excess water being used in the diversion scheme. All these aspects were being carefully gone through with the assistance of the Ministry of Finance and I am happy to announce that some final decision will be taken in the next few days.

Shri Harish Chandra Mathur: My clear question was whether all the engineers are agreed on some particular steps to be taken or not. If they are all agreed, I would like to know the nature of that agreement and its financial implications.

Dr. K. L. Rao: I can only repeat that considerable discussions were held with the engineers concerned. There are some financial implications, especially because the scheme is of a non-plan nature, not included in the Third Plan. They have been carefully gone through by the Ministry of Finance and the project is now going to be taken up actively.

Shri Harish Chandra Mathur: Mr. Speaker, are you satisfied with the answer? I do not at all object to the Finance Minister going into the financial implications of the scheme. My question was about the nature of the scheme drawn up and whether all the engineers have agreed on it or not. That is a clear-cut question. I do not object to the Finance Minister raising objections. The Minister is well within his rights. But let us know whether he is raising objections about the technical soundness of the project or he is raising objections because of certain financial implications involved. If it is so, what is being done to resolve that? That is a clear-cut question.

Dr. K. L. Rao: I think I have answered the question very clearly. The point is that so far as the techincal soundness of the project is concerned, that is not questioned. What has been done is to find out the best utilisation of these waters . . .

Mr. Speaker: May I help the hon. Minister? Are all the engineers agreed?

Dr. K. L. Rao: Yes.

Mr. Speaker: Are there any differences of opinion in the Ministries either on the technical side or on the finance side?

Dr. K. L. Rao: There are no differences.

Mr. Speaker: What is the financial implication?

Shri Harish Chandra Mathur: There is no difference of opinion according to the Minister but it is being discussed for the last one year and a half.

Mr. Speaker: I can't further help the hon. Member now.

Shri Harish Chandra Mathur: Let me ask my second question.

Mr. Speaker: He has put so many questions and yet he wants to put another question. Dr. Singhvi.

Dr. L. M. Singhvi: We would like to know for how long these projects have been processed actively by the Government and what is the timetable which the Government propose to follow and implement in connection with this project.

Dr. K. L. Rao: Out of the three schemes which I mentioned, the Ghaggar diversion scheme has been under consideration for the last year and a half. But the consideration of other schemes, say, utilisation by way of lift or flow irrigation and the idea of putting water into the Rajasthan Canal has been a recent one and that is also being processed now. It is hoped that these projects will be completed in the next three years.

Shri Shiv Charan Mathur: The flow irrigation scheme for controlling Ghaggar waters has been prepared by the Rajasthan Government. Only 600 cusecs of water have been accounted for out of 15,000 cusecs of water. Most of the scheme has got to be for the diversion of Ghaggar waters and it would cost about Rs. 4 crores. May I know from the hon. Minister as to what the Government is thinking about that, and may I know whether most of the part of the finance is going to come from the Government of India?

Mr. Speaker: First a speech, then a question, and then another supplementary!

Shri Shiv Charan Mathur: My question is this. It is only one-sixth of the water that is to be accounted for . . .

Mr. Speaker: If, under these circumstances, the Ministers do not give precise answers, it becomes difficult for me to compel them to do that. There are so many questions mixed up. I have told so many times that when the end is reached the beginning is lost. That happens mostly and, therefore, I am also confused. I cannot compel the Ministers. There is some difficulty and I do not know where it lies. I cannot apportion the blame. And when the Ministers answer, there is usually the complaint that the answer has not come.

Shri Harish Chandra Mathur: I want to ask a very specific question.

Shri Shiv Charan Mathur: My question is this. For all the schemes, the maximum part of the finance has got to come from the Government of India; and what is the reaction of the Government thereto?

Dr. K. L. Rao: It is true and it is also being accepted. I am happy with the concurrence of the Finance Minister that where the State will not be able to finance the schemes, the Centre will come forward to help.

Shri Lahri Singh: May I know whether the Punjab Government has also been consulted in the formulation of this Ghaggar project?

Dr. K. L. Rao: Quite so. Punjab engineers were associated with it.

Shri K. D. Malaviya: It seems the differences have been resolved. The answers say that the differences have been resolved. All is well that ends well. May I presume now that in future, whenever any technical questions arise from the side of the technical Ministries, the final decision will be accepted, so far as the Government is concerned, on technical questions by the technical Ministries and not by the Finance Ministry?

Mr. Speaker: It is a suggestion.

Shri Harish Chandra Mathur: Will the hon. Minister spell out in specific terms the direct and indirect loss to be suffered by Punjab on the one side and Rajasthan on the other side and to what extent he will be able to help matters before this monsoon?

Dr. K. L. Rao: As I have submitted already, the loss incurred on account of the Ghaggar floods comes to nearly Rs. 59 lakhs besides the loss incurred by the railways in not working for some time. But this includes the loss suffered by the Suratgarh farm. Before these floods it is not possible to say whether anything can be done, because it would take about three years to complete the project.

Shri Harish Chandra Mathur: That means that nothing will be done before the monsoon.

श्री हुकम चन्द कछवाय : इस योजना के सम्बन्ध में पंजाब सरकार और राजस्थान सरकार की क्या प्रतिक्रिया है, इसका कार्य कब से प्रारम्भ होगा और इस पर कितनी धन-राशि लगेगी ?

Dr. K. L. Rao: Both the Governments are also participants in these discussions and in arriving at the solution. It is hoped that the project will be started in the course of the next few days.

श्री हुकम चन्द कछवाय : माननीय मन्त्री ने धन-राशि के बारे में नहीं बताया है ।

अध्यक्ष महोदय : अभी उनको पता नहीं होगा कि कितना धन राशि लगेगी ।

Shri Kapur Singh: Are Government aware that Ghaggar constitutes the ancient natural boundary between the Punjabi and non-Punjabi areas, and if so, does this project properly safeguard the true interests of the Punjabi areas?

Dr. K. L. Rao: All that I can say is that these projects will assist both Punjab and Rajasthan.

Freak Notes

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*257. **Shri D. C. Sharma:**
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri R. S. Tiwary:
Shri Surendra Pal Singh:
Shri Prakash Vir Shastri:
Shri Jagdev Singh Siddhanti:

Will the Minister of **Finance** be pleased to state:

(a) whether instances of some freak notes have been brought to the notice of Government; and

(b) if so, the action taken or proposed to be taken in the matter?

The Minister of Planning (Shri B. R. Bhagat): (a) Yes, Sir.

(b) Enquiries have been made from the India Security Press and the Reserve Bank of India. They have reported that, due to the enormous increase in the number of notes printed and issued, neither the Reserve Bank of India nor the India Security Press can undertake hundred per cent examination of notes. Hence the occasional appearance of such notes in circulation is not impossible, but its incidence is, however, only one or two in several millions. The Master, India Security Press, is considering the introduction of some additional precautionary measures to the already existing system of examination, checks and counter checks, so that such notes may not go out from the Press.

Shri D. C. Sharma: May I ask the hon. Minister through you, Sir, what prevents the multiplication of these freak notes in the days to come and in the years to come if the Master of the India Security Press and the Reserve Bank both feel helpless?

Shri B. R. Bhagat: As I have said, additional precautionary measures are taken. . . .

Mr. Speaker: The hon. professor would realise that there are freaks in nature and there are freaks in human performance also.

Shri D. C. Sharma: Taking into account the valuable suggestion given by you, Sir, that there are freaks in nature, may I know whether these freak notes are of a very negligible amount or they add up to some considerable sum, so far as the total amount involved is concerned?

Mr. Speaker: The first part of the question has been answered. The second part may be answered

Shri B. R. Bhagat: I am sorry I could not catch the second part of the question.

Mr. Speaker: The hon. Minister has already answered that the proportion of such notes is negligible. Now, he might mention the total amount involved.

Shri B. R. Bhagat: The amount involved consists of three one-rupee notes and one five-rupee note.

श्री प्रकाशवीर शास्त्री : क्या यह वास्तविकता है कि सिक्यूरिटी प्रेस के सम्बन्ध में, जहां ये नोट छपते हैं, वित्त मन्त्रालय को इस प्रकार की शिकायत प्राप्त हुई थी कि उसके सबसे बड़े अधिकारी ने बड़े दिन के अपने बधाई-कार्ड इस प्रेस में छपवाए थे ?

श्री ब० रा० भगत : यह अलग सवाल है ।

अध्यक्ष महोदय : इसका इस सवाल से कोई सम्बन्ध नहीं है ।

Shri Shivaji Rao S. Deshmukh: May I know whether the Reserve Bank of India and the Security Press are equally helpless in distinguishing a freak note from a fake note?

The Minister of Finance (Shri T. T. Krishnamachari): It is, as you know, the logical fallacy of asking a person 'Have you left off beating your wife?'.

Nehru Coins

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*258. { Shri Rameshwar Tantia: / Shri D. N. Tiwary: / Shri Yashpal Singh: / Shri S. M. Banerjee: / Shri Surendra Pal Singh: / Shri Hukam Chand Kachhavaiya: / Shri Bibhuti Mishra: / Shri K. N. Tiwary: / Shri P. L. Barupal: / Shri Surya Prasad:

Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that Government at present are examining an alternative design for Nehru coins;

(b) if so, whether any modification has been made; and

(c) whether the question of having Shri Nehru's name inscribed in Hindi has also been considered?

The Minister of Planning (Shri B. R. Bhagat): (a) to (c). Government have decided that the 50 Paise Jawaharlal Nehru commemorative coins to be minted from April, 1965 should have his name inscribed thereon in Hindi. No other modification in the design is being made.

Shri Rameshwar Tantia: Is it a fact that the Nehru coins did not get appreciation from any quarter whatsoever? If so, have Government examined the reasons? Is one of the reasons the fact that the profile showed Panditji bareheaded while he always wore a cap while in India?

The Minister of Finance (Shri T. T. Krishnamachari): As a matter of fact, the demand is so great that since we have stopped minting these coins, we are not able to meet the demand.

Shri Rameshwar Tantia: Will the new design which Government are going to make from April 1965 be shown to Members of Parliament before circulation?

Shri T. T. Krishnamachari: The only change in the design is the removal of the English words and substitution of Hindi words.

श्री यशपाल सिंह : क्या सरकार ने इस बात का ख्याल किया है कि पंडित नेहरू कभी नंगे सिर नहीं रहते थे, टोपी लगा कर रहते थे और यह चीज न केवल भारत की वरन् एशिया तक की संस्कृति के खिलाफ है, सभ्यता के खिलाफ है ? इनको ऐसी अवस्था में क्या सरकार बदल रही है या नहीं बदल रही है ?

अध्यक्ष महोदय : ठाकुर साहब आप यह देखिये कि आपके आगे भी नंगे सिर और आपके पीछे भी नंगे सिर मैम्बर साहिबान बैठे हुए हैं ।

Shri S. M. Banerjee: May I know why that particular profile was selected for printing.....

Mr. Speaker: This question was asked the other day.

Shri S. M. Banerjee: Apart from inscription in Hindi, is there any proposal to have other coins also, not only 50 Paise, bearing a profile better than this?

Shri Ranga: Why have more? One is bad enough.

Shri T. T. Krishnamachari: We are minting only the 50 Paise coins and they will come to an end naturally when the dies are worn out. Rupee coins are not being minted with that.

Shri Ranga: *Om shanti shanti.*

Shri Surendra Pal Singh: What procedure was adopted by the Finance Ministry for the approval and acceptance of the design of Pandit Nehru's effigy which appeared on the rupee coin?

Shri T. T. Krishnamachari: I got the approval of my colleagues in the Cabinet—the only procedure we adopt in these matters.

श्री हुकम चन्द कछवाय : मन्त्री महोदय को ध्यान होगा कि पिछली बार जब यह सवाल उठा था तो काफी इस के सम्बन्ध में विरोध

प्रकट किया गया था । हमारे स्वर्गीय प्रधान मन्त्री सार्वजनिक कार्यों में कभी नंगे सिर नहीं जाते थे जबकि सिक्कों पर उनको नंगे सिर दिखाया गया है । मैं जानना चाहता हूं कि क्या सरकार इन सिक्कों को वापिस लेने को तैयार है और इस समय तक कितने सिक्के निकाले गये हैं ?

अध्यक्ष महोदय : जवाब सारा हो गया है ।

नंगे सिर जो खुद हैं वे नंगे सिर पर क्यों एतराज करें ?

Shri Ranga: They should never have issued these things.

श्री विभूति मिश्र : स्वर्गीय नेहरू जी के लिए हमारे हृदयों में बहुत इज्जत है । इसको ध्यान में रखते हुए पिछली बार जब यह सवाल उठा था तब इन्होंने कहा था कि पंडित जी के सिर पर टोपी वाले कायन निकाले जायें, इसके सम्बन्ध में सरकार विचार कर रही है । मैं जानना चाहता हूं कि क्या इस पर विचार पूरा हो चुका है, यदि हां, तो क्या निर्णय लिया गया है ?

अध्यक्ष महोदय : इसका भी जवाब वह दे चुके हैं ?

श्री विभूति मिश्र : इस सम्बन्ध में मैंने भी सवाल किया था और वित्त मन्त्री जी ने कहा था कि पंडित जी के सिर पर टोपी हो, ऐसे कायन निकालने के सम्बन्ध में सरकार विचार कर रही है । मैं अब जानना चाहता हूं कि क्या सरकार ने विचार पूरा कर लिया है?

अध्यक्ष महोदय : उन्होंने कहा है कि जितने हो चुके, हो चुके अब न नंगे सिर के आयेंगे, न टोपी के आयेंगे । सिर्फ अंग्रेजी की जगह हिन्दी कर रहे हैं ।

Shri T. T. Krishnamachari: I very distinctly remember that on the last occasion I explained it—I am very sorry if I gave any indication that the coins would be minted again. The idea was that the rupee coins be minted into a particular number and should end sometime at the end of December. The 50 Paise coin will go into circulation for some more time. Hon. Members pointed out that it was not in Hindi.....

Shri Bibhuti Mishra: Gandhi cap.

Shri T. T. Krishnamachari: That is being changed. After these dies are worn out, this coin would not be minted again.

श्री क० ना० तिवारी : क्या वजह है कि आगे से ये कायन बन्द हो जायेंगे और नहीं निकाले जायेंगे ?

अध्यक्ष महोदय : इसी का जवाब तो अभी दिया है ।

Shri Ranga: Before independence, all the coins that were issued, and the notes also, used to have, besides English and Hindi, Telugu also, the language spoken by the second largest number of people in this country. Why is it that English is being dropped and Telugu is also being dropped out of this coin?

Shri Sezhiyan: Tamil also.

Shri S. M. Banerjee: Bengali also.

Shri T. T. Krishnamachari: If the hon. Member puts a specific question, I will try to answer it.

श्री मधु लिमये : किसी भी गण-राज्य में किसी व्यक्ति के नाम से सिक्का चलाना अच्छा नहीं होता है । महात्मा गांधी का भी नहीं चला था । इसलिए क्या इसको भी सरकार वापिस लेने के लिये तैयार है ?

अध्यक्ष महोदय : कहां से वापिस लिये जायें ?

श्री क० ना० तिवारी : मेरे सवाल का जवाब नहीं आया । मैंने पूछा था . . .

अध्यक्ष महोदय : उसके बाद हम दो सवाल और कर चुके हैं और आप अभी वहीं खड़े हैं ।

श्री क० ना० तिवारी: जवाब ही नहीं आया है ।

अध्यक्ष महोदय : अब तो वह रह गया है ।

Foreign Exchange Position

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*259. { **Shri Prakash Vir Shastri:**
Shri P. C. Borooah:
Shri Jagdev Singh Siddhanti:
Shri S. M. Banerjee:
Shri Yashpal Singh:
Shri D. C. Sharma:
Shri Subodh Hansda:
Shri S. C. Samanta:
Shri P. R. Chakraverti:
Shri Harish Chandra Mathur:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shrimati Savitri Nigam:
Shrimati Renuka Ray:
Shri Indrajit Gupta:
Shri Daji:
Shri Rameshwar Tantia:

Will the Minister of **Finance** be pleased to state:

(a) whether a recent study by Reserve Bank has revealed that India is heading towards another spell of crisis on the foreign exchange front; and

(b) if so, the steps taken to avoid the crisis?

The Minister of Planning (Shri B. R. Bhagat): (a) and (b). Government are not aware of any study by the Reserve Bank which refers to a possible foreign exchange crisis. That the current foreign exchange situation is serious has already been recognised in the statement which the Finance Minister made in the House on 17th February and in the Budget Speech which also outlined the remedial measures taken or proposed to be taken.

श्री प्रकाशवीर शास्त्री : क्या यह सत्य है कि विदेशी मुद्रा की स्थिति इसलिए भी अधिक गम्भीर होती जा रही है कि भारत से जो बाहर माल भेजा जाता है और उसके बदले में माल मंगाने के जिन को लाइसेंस दिये जाते हैं वे पहले से ही इतना अधिक दाम बढ़ा कर बेचते हैं कि विदेशी मुद्रा की स्थिति और भी संकटमय हमारे लिये होती जा रही है, यदि हां, तो इसको रोकने के लिए क्या प्रयास किया जा रहा है ?

श्री ब० रा० भगत : उसे रोकने की दिशा में सोच विचार हो रहा है । लेकिन यह बात तो सही है कि जो निर्यात होता है उससे जितनी विदेशी मुद्रा को आना चाहिये उसके आने में में कुछ अधिक समय लग जाता है और पिछले महीनों में देखा गया है कि वह कम आ रही है । तात्कालिक रूप में इसका भी असर हुआ है लेकिन इस वजह से असर नहीं हुआ है कि वह दुगुने और तिगुने दामों पर यहां बिकती है क्योंकि उसकी खरीद तो रुपये में होती है ।

श्री प्रकाशवीर शास्त्री : विदेशी मुद्रा की स्थिति को सम्भालने के लिए जो इम्पोर्ट लाइसेंसिस दिये जाते हैं , क्या उनमें से कुछ को कैंसल भी किया गया है, यदि हां तो प्राइवेट सैक्टर में कितने कैंसल किये गये हैं और सरकारी क्षेत्र में कितने किये गये हैं ?

श्री ब० रा० भगत : अभी एक आदेश निकाला गया है कि जो लाइसेंस दे दिये गये हैं, उनको फिर से रिवैलिडेट किया जाए और उसमें . . .

The Minister of Finance (Shri T. T. Krishnamachari): The order has not been issued. It is being considered.

Shri B. R. Bhagat: This is being considered. I stand corrected.

Shri S. M. Banerjee: Is it a fact that there are certain business houses who, through under-invoicing, are conserving foreign exchange in foreign countries, and if so, may I know whether the Government of India has got any machinery to raid these houses outside India and get the foreign exchange?

Shri B. R. Bhagat: We have taken steps so far within the limits of this country, and the hon. Member, I think, knows the obvious difficulty in doing it outside.

श्री यशपाल सिंह : क्या यही सही है कि हजारों विद्यार्थियों को बाहर जाने से और स्टडी करने से इसलिए रोका हुआ है कि फारेन एक्सचेंज की कमी है जबकि सरकार बेकार के कामों में इतनी फारेन एक्सचेंज लगा देती हैं कि विद्यार्थियों को तालीम पाने के लिए फारेन एक्सचेंज नहीं मिलती है ? इसके लिये क्या उपाय किया जा रहा है ?

श्री ब० रा० भगत : ऐसा हो सकता है कि बहुत से विद्यार्थियों को न मिला हो, लेकिन इसके बारे में हमने जो स्कीम निकाली है उसमें जो विद्यार्थी इंजीनियरिंग, साइंस या दूसरे जरूरी कामों के होते हैं या जिन्होंने फर्स्ट क्लास में या ऊंचे दर्जे से पास किया है, उन को हम जाने देते हैं ।

Shri D. C. Sharma: May I know if the Aid India consortium which has been coming to our rescue very often has been informed about the foreign exchange deficit in our country and if so, what are their reactions to meet the deficit and to what extent?

Shri T. T. Krishnamachari: The Aid India Club would meet sometime this month and in regard to their allocation of aid for the next year, we have to await the meeting of the Club.

Shri S. C. Samanta: Is it not a fact that the main source of foreign exchange is the export of goods from the country and if so, what steps are being taken to encourage exports in the next Plan budget.

Shri B. R. Bhagat: The House knows the steps we have taken in recent months; over a period of years we have taken steps to promote exports. Actually exports have been going up.

Shri Harish Chandra Mathur: How is it that in spite of our increasing exports we discover all of a sudden this crisis in foreign exchange, and what steps have been taken to see that there is better management of our foreign exchange budget?

Shri T. T. Krishnamachari: The management of foreign exchange budget is in several hands. This sudden drop is because this time when the export receipts should increase, unfortunately it has not been increasing. In fact according to one set of estimates there should have been about 90 crores more than what we have actually received. Maybe, there are certain short-term characteristics about it, because when people can retain money for 180 days they might retain it till the end, in which case short-term aspects of it will reduce this. There are also other factors which are being gone into. It is not a question of foreign exchange budget being managed at one end, because there are several other factors which will come into operation in regard to the results that we now see.

Shrimati Savitri Nigam: It is said that difficulties are being felt when there is this 180 days' time-limit which is too much, and that is why foreign exchange difficulties are being noticed. What efforts have been made with the respective countries to get this limit of 180 days reduced so that foreign exchange payments may be more prompt and more effective?

Shri T. T. Krishnamachari: These are matters of international practice and it is very difficult to change them all at once. The change will not produce immediate results either.

Shri Indrajit Gupta: Have the Government made any investigation into the reports that certain business houses, which are permitted to import luxury goods which are normally prohibited, as an incentive for stepping up exports have been making a

sort of bogus and fictitious exports, particularly to places and countries where a large number of Indians live? Has any investigation been made into it and will this loophole be plugged

Shri T. T. Krishnamachari: One of the methods by which both the visible and invisibles are being diverted is by people going and mopping up the moneys from countries from which remittances are normally coming. That is a thing which we know but something which we cannot stop. We cannot stop what is being done in another country. So far as any business houses doing it is concerned, maybe, the export incentives are being abused, but they are being tightened up.

Shri Rameshwar Tantia: Has it come to the notice of the Government that the unofficial price of the pound today is Rs. 25·27 against the official price of Rs. 13·60 and, if so, have the Government investigated the reason for the steep fall in the rupee value?

Shri T. T. Krishnamachari: I cannot accept that there is an unofficial price. It is merely what people offer on the sly outside the country; and the hon. Member apparently is in close touch with what is happening outside.

Mr. Speaker: Next question.

Shri Ranga: That observation, I think, is objectionable. It does not matter whether the hon. Member belongs to that group or this group.

Shri T. T. Krishnamachari: It is a question of finding out what is happening outside the country; it is a thing which the hon. Member might possibly have, because he might know what is happening. It is largely hearsay. There is no use my hon. friend getting excited about it. (*Interruption*).

Dr. L. M. Singhvi: Sir, on a point of order. You had already called the next question.

Shri Ranga: Sir, on a point of order. I raise this objection that it is not permissible for a Member of the Government to make such an insinuation. It is not fair. (*Interruption*).

Mr. Speaker: Order, order. There is no point of order. There is nothing intended. Next question.

Najafgarh Nallah

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*260. **Shri Heda:**
Shri Yashpal Singh:
Shri Kapur Singh:
Shri P. K. Deo:
Shri Narasimha Reddy:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether there is any scheme to divert the Najafgarh Nallah in the Union Territory of Delhi; and

(b) if so, the cost involved and the target fixed for its completion?

The Deputy Minister in the Ministry of Irrigation and Power (Shri Shyam Dhar Misra): (a) No, Sir. The Najafgarh Drain is being improved to carry 3,000 cusecs from Kakraula regulator to the Yamuna. Construction of a supplemental drain to take care of the inflow during high rainfall periods is also under consideration.

(b) A number of alternative alignments for the supplemental drain are under study. The cost and other details will depend upon the alignment finally settled.

Shri Heda: May I know whether the hon. Minister had set 15th January, as reported in the press, as the date to start the work even before

the plans were sanctioned and, if so, whether this date has been kept up?

The Minister of Irrigation and Power (Dr. K. L. Rao): I do not know exactly what the hon. Member is referring to, but there are two drains involved here: one is the remodelling of the Najafgarh drain and the other is the supplemental drain. The remodelling of the Najafgarh drain has already started and the work is in very good progress. Regarding the supplemental drain, there are difficulties. Some considerations have to be reconciled between Punjab, Rajasthan and Delhi. It is hoped, it will be taken up in the next meeting which I propose to hold on the 15th of this month.

Shri Hari Vishnu Kamath: I could not hear: is it a supplementary or a complementary drain?

Dr. K. L. Rao: Supplemental drain, to take care of the extra discharge.

Shri Heda: May I know what would be the affect of the implementation of the scheme on the present Dhasa bund?

Dr. K. L. Rao: When these works are carried out, the Dhasa bund would become ineffective.

श्री यशपाल सिंह : जो पानी रोहतक में पिछले दो सालों से रुका हुआ है या नफजगढ़ नाले की वजह से जो पानी निकल नहीं सकता है उस पानी से रोहतक को बचाने के लिये क्या प्रयत्न किया गया है ।

Dr. K. L. Rao: That is exactly what is being tried now. The Najafgarh drain is being widened and a supplemental drain is being added to drain effectively the upper reaches in the Rohtak district.

Shri Kapur Singh: May I know whether any views that the Punjab Government might have expressed on this question have been taken into consideration before formulating and executing this supplementary or implementary or complementary drain project?

Shri Hari Vishnu Kamath: Complementary, and not complimentary!

Dr. K. L. Rao: In fact, Punjab is very closely associated with this thing. We are going to finalise and settle the question on the 15th of this month.

Shri Lahri Singh: May I know whether the alignment of this supplemental drain has been completed and finalised?

Dr. K. L. Rao: Yes; we have got three alignments which I also inspected last week, and a final decision will be taken this month.

श्री जगदेव सिंह सिद्धान्ती : नजफगढ़ नाले की गहराई और चौड़ाई जो बढ़ाई जा रही है क्या उसका यह प्रभाव हो सकता है कि ढासा बांध बिल्कुल खोल दिया जाये और वह सब पानी यमुना में चला जाया करे ।

Dr. K. L. Rao: It is quite so; it is being widened and the regulator in the Dhasa bund is also being increased and it is hoped that with normal rainfall there should be no trouble.

Shri Hari Vishnu Kamath: Question No. 261.

The Deputy Minister in the Ministry of Health (Shri P. S. Naskar): (a) and (b).

An hon. Member: The time is over, Sir.

Mr. Speaker: The clock here was a little behind. The Marshal has put it right now. The Question Hour is over.

Shri Hari Vishnu Kamath: Let the answer be completed.

Mr. Speaker: That would be printed as written answer.

WRITTEN ANSWERS TO QUESTIONS

Teaching in Medical Colleges

*261. **Shri Hari Vishnu Kamath:**
Shri P. R. Chakraverti:
Shrimati Savitry Nigam:
Shri Hem Raj:
Maharajkumar Vijaya Ananda:

Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that there has been a steep fall in the standards of teaching in medical colleges in India;

(b) if so, the reasons therefor; and

(c) the measures that have been or are being adopted in order to arrest such deterioration?

The Minister of Health (Dr. Sushila Nayar): (a) and (b). There has been no appreciable fall in the standard of medical education in the country. However due to certain factors, viz.;

(i) Increase in the number of students;

(ii) Increase in the number of new medical colleges;

(iii) Lack of sufficient qualified and experienced teachers especially in the pre-clinical departments and facilities for training and research;

(iv) Reservations for certain group and areas in some States;

(v) Very low marks for admission in some areas;

there has been a higher failure rate on the whole, though this cannot be said of all institutions.

(c) (i) The curriculum has been revised keeping in view the modern trends in medical education.

(ii) Guidance and advice has been given to the Universities and the Medical Colleges in the country in the matter of implementation of the curriculum.

(iii) Inspections/visitations of the colleges are being carried out periodically and discussions are held with the staff of the medical colleges and the authorities of the Universities in regard to the maintenance of the standard of medical education.

(iv) Medical Conferences have been held at which medical educationists and teachers have discussed the problems of medical education in the country and remedial measures have been suggested to the universities and medical colleges which are to be implemented by the Universities and the medical colleges so that the standard of medical education is maintained.

(v) Provision of additional facilities for post-graduate medical education so as to make good the deficiency of teachers in medical colleges.

(vi) Teaching workshops have been held to improve Teaching Techniques.

Gold Prices

*262. **Dr. L. M. Singhvi:**
Shri Harish Chandra Mathur:
Shri Rameshwar Tantia:

Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that in December, 1964 and January, 1965 prices of gold reached very high ceilings in the International market;

(b) if so, whether this would have any effect in India; and

(c) the measures, if any, taken to counteract any detrimental consequences of the unprecedented demand for gold and the soaring prices of gold in the International market?

The Minister of Planning (Shri B. R. Bhagat): (a) Yes, Sir.

(b) As import and export of gold are banned in India, there is no direct relationship between foreign and Indian price trends.

(c) Does not arise.

Contraceptives Factory

*263. **Shri D. N. Tiwary:**
Shri Bhagwat Jha Azad:
Shri Yashpal Singh:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Chandak:

Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 278 on the 21st November, 1964 and state:

(a) whether a decision has since been taken on the proposal to set up a factory in the Public Sector for manufacturing contraceptives;

(b) if so, the place of its location; and

(c) when it is likely to be set up?

The Minister of Health (Dr. Sushila Nayar): (a) Yes, Sir.

(b) The factory for rubber contraceptives will be set up in the State of Kerala.

(c) In the last year of the current Plan.

U.S. Loan to Industrial Finance Corporation

*264. **Shri Sham Lal Saraf:**
Maharajkumar Vijaya Ananda:
Shri Vishwa Nath Pandey:

Will the Minister of **Finance** be pleased to state:

(a) whether the U.S. Government have extended a loan of ten million dollars to the Industrial Finance Corporation to enable it to make foreign exchange available to the Indian industrialists;

(b) if so, the specific purpose supposed to be served with this loan and whether funds available under it will be advanced to the industries on selective basis; and

(c) if so, the broad outlines thereof?

The Minister of Planning (Shri B. R. Bhagat): (a) The United States Agency for International Development has authorized a loan of $10·0 million to the Industrial Finance Corporation but the loan agreement is yet to be signed.

(b) and (c). The loan will be utilised by I.F.C. for making sub-loans to categories of industries in the private sector that will be agreed upon mutually between the I.F.C. and U.S. Agency for International Development.

Mineral Based Industry

*265. **Shri R. S. Pandey:**
Shri H. V. Koujalgi:
Shri Rameshwar Tantia:
Shri Kapur Singh:
Shri P. K. Deo:
Shri Narasimha Reddy:

Will the Minister of **Planning** be pleased to state:

(a) whether it is a fact that a pre-investment techno-economic depth Survey sponsored by the Planning Commission has started with the mineral and forest based industries in the States of Mysore and Madhya Pradesh;

(b) whether it is also a fact that the services of a team of experts from United Nations have also been obtained for the purpose; and

(c) if so, how far the survey has progressed so far and whether it is likely to cover the remaining States in the ocuntry?

The Minister of Planning (Shri B. R. Bhagat): (a) and (b). Yes.

(c) The leader of the team has arrived in India and he is having pre-

liminary discussions with the State Government. At present the Survey will cover the States of Mysore and Madhya Pradesh only.

प्रति व्यक्ति व्यय पर अधिकतम सीमा

*266. { डा० राम मनोहर लोहिया :
श्री रामसेवक यादव :
श्री किशन पटनायक :

क्या योजना मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या चौथी योजना के दौरान में विकास कार्यों के लिए धन जुटाने के उद्देश्य से प्रति व्यक्ति व्यय पर अधिकतम सीमा लगाने का कोई प्रस्ताव विचाराधीन है ;

(ख) यदि हां, तो उसकी मुख्य बातें क्या हैं ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

योजना मंत्री (श्री ब० रा० भगत) : (क) चौथी योजना के लिए साधन जुटाने के उद्देश्य से सापेक्षतया अनावश्यक खर्चों पर रोक लगाने के लिए विभिन्न सम्भावनाएं विचाराधीन हैं। इस प्रक्रिया में जिन सम्भावित उपायों पर विचार किया जायेगा उनमें प्रति व्यक्ति-व्यय पर अधिकतम सीमा लगाने की उपयुक्तता तथा व्यवहार्यता भी होगी।

(ख) और (ग). प्रश्न नहीं उठता।

Willingdon Hospital

*267. { Shri Bishwanath Roy:
Shrimati Savitri Nigam:

Will the Minister of **Health** be pleased to state:

(a) whether in view of the increasing number of patients and the beds in the Nursing Home, special ward and the general ward of Willingdon Hospital, New Delhi, any proposal is under consideration for constructing new rooms and wards in the hospital during the Fourth Plan period;

(b) whether to provide more accommodation to the medical and nursing staff, construction of more family quarters is under consideration of the Government; and

(c) whether the medical and nursing staff is not sufficient in view of the number of patients?

The Minister of Health (Dr. Sushila Nayar): (a) Yes, Sir.

(b) Yes, Sir.

(c) Staff requirements are constantly kept in view depending on the bed strength etc. Proposals for creation of more posts for the Willingdon Hospital are under consideration

Calcutta Electric Supply Corporation

*268. { Shri Indrajit Gupta:
Shri Daji:
Shri Mohammad Elias:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether Government have received any proposal from the West Bengal Government about taking over the Calcutta Electric Supply Corporation after the expiry of present licence in 1970; and

(b) the policy of Government about taking over the undertaking?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) A proposal in this connection was received by the Government of India from the Government of West Bengal in January, 1963.

(b) The Government of India are of the view that the State Government should follow the general policy of not acquiring undertakings like

the Calcutta Electric Supply Corporation till such time as financial resources, internal as well as external, are adequate for the purpose after meeting other compelling needs of power development in the respective States provided the State Government is satisfied with the working of the Electricity undertaking.

Officers on Study Leave

*269. Shri Dinen Bhattacharya:
Shri S. M. Banerjee:

Will the Minister of Finance be pleased to state:

(a) whether any rules exist to safeguard the promotional interests of the Scientific Officers and Research Scientists while they are on study leave; and

(b) if so, the salient features thereof;

(c) whether such officers are eligible for the grant of acting or proforma promotion in their parent Department while they are on such leave and how their seniority is fixed when they are due for promotion in the next higher grade; and

(d) whether the promotional benefits are given effect to on their return from study leave?

The Minister of Planning (Shri B. R. Bhagat): (a) Yes, Sir. The rules cover all Central Government officers including Scientific Officers and Research Scientists.

(b) Rule 21 of the Study Leave Rules, 1962 provides that study leave shall count as service for promotion, pension and seniority. The manner in which the promotional interests of the officers on study leave are safeguarded are contained in Ministry of Home Affairs Memo. No. 1|12|57-RPS dated 12th April, 1958. A copy of the relevant rules is placed on the Table of the House. [*Placed in Library.* see No. LT-3911/65].

(c) While the period spent on study leave counts for promotion and seniority, any promotion which may become due while the person is on study leave can actually be given effect to only on his return from leave and resumption of duty. Seniority for future promotion, however, counts from the date when promotion actually became due while on study leave.

(d) Yes, Sir.

Gold Control Bill

*270. Shri D. C. Sharma:
Shri M. L. Dwivedi:
Shri S. C. Samanta:
Shri R. S. Tiwary:
Shrimati Savitri Nigam:
Shri P. C. Borooah:
Shri S. N. Chaturvedi:
Maharajkumar Vijya Ananda:
Dr. L. M. Singhvi:
Shri Onkar Lal Berwa:
Shri P. H. Bheel:
Shri Rameshwar Tantia:

Will the Minister of Finance be pleased to state:

(a) whether the All India Sarafa Association has asked Government to withdraw the Gold Control Bill and terminate the Gold Control Order because it had failed to achieve its avowed objectives;

(b) if so, Government's reaction thereto; and

(c) the total expenditure incurred so far (i) on the machinery set up to implement the existing Gold Control Order, and by way of (ii) rehabilitation of the goldsmiths and (iii) financial assistance rendered to them?

The Deputy Minister in the Ministry of Finance (Shri Rameshwar Sahu): (a) Yes, Sir.

(b) This Sabha has already passed the Bill on the subject and consequently the question of withdrawing Gold Control does not arise.

(c) The enforcement has been entrusted to the Central Excise Depart-

ment in addition to its normal duties, though a few extra posts have been sanctioned. Certification as well as rehabilitation have been entrusted to the State Governments. It is not possible to give the exact expenditure on these accounts. It is, however, estimated at Rs. 28.84 lakhs per annum. A sum of Rs. 737·73 lakhs has so far been advanced to States for giving loans to goldsmiths for rehabilitation.

Nijalingappa Committee Report

*271. **Shri Surendra Pal Singh:**
Shri Man Sinh P. Patel:
Shri P. R. Chakraverti:
Shri Kolla Venkaiah:
Shri D. N. Tiwary:
Shri Bibhuti Mishra:
Shri Rameshwar Tantia:
Shri P. Venkatasubbaiah:
Shri D. J. Naik:
Shrimati Ramdulari Sinha:
Shri Yashpal Singh:
Shrimati Laxmi Bai:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that his Ministry had appointed a high-power committee to suggest ways and means of making major irrigation projects more remunerative;

(b) if so, the suggestions, if any, made by this Committee so far and the decision taken thereon by Government?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes, Sir.

(b) A statement containing the recommendations made by the Committee is laid on the Table of the House [*Placed in Library, see* No. LT-3912/65]. Decisions thereon would be taken on receipt of the views of the State Governments who have been addressed on this subject.

Tax Assessees

*272. **Shri Heda:**
Shri Rameshwar Tantia:

Will the Minister of **Finance** be pleased to refer to the reply given to Starred Question No. 661 on the 24th December, 1964 and state:

(a) the measures taken to achieve the target of two million tax assessees;

(b) the actual achievement made so far;

(c) whether any study about the *modus operandi* of the tax evaders was made; and

(d) if so, the findings thereof?

The Deputy Minister in the Ministry of Finance (Shri Rameshwar Sahu): (a) During the year 1964, an intensive survey was undertaken to find out assessees who were not already on the Registers of the Income-tax Department.

(b) The target of 2 million assessees has already been exceeded.

(c) No special study was undertaken for this purpose as this is a part of the Department's normal function.

(d) Does not arise.

Slump in Stock Markets

*273. **Shri P. C. Borooah:** Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that the slump in the stock markets in India continues;

(b) if so, the maximum discount at which the shares offered by the Industrial Companies at par or premium were traded on the Stock Exchange during the past three months;

(c) the percentage of the industrial shares including the new issues quoted at a discount on the Stock Exchanges during the quarter October-December, 1964; and

(d) the steps being taken to check this trend in the share market for encouraging investments in Industries?

The Minister of Planning (Shri B. R. Bhagat): (a) The stock markets on the whole remained depressed during 1964 though there were certain periods during which prices recovered to a certain extent. There was in fact some recovery between mid-June and mid-September and again since mid-December, 1964.

(b) The maximum discount for equity shares offered at par or premium during October-December, 1964, was 61.3 per cent.

(c) The stock exchange quotations during the quarter October-December, 1964, indicate that about 22·6 per cent of the equity shares actually traded in the stock exchanges were quoted at a discount.

(d) To encourage investment in industries Government set up the Unit Trust and the Industrial Development Bank during the year 1964. On the 23rd December, 1964, Government further announced a Tax Credit Certificates Scheme which provided for certain benefits to investors in the new equity issues of companies engaged in the manufacture of products listed in the first schedule of the Industries (Development and Regulation) Act, 1951. Government have also been taking steps to induce confidence among the investors in the investment market by providing for fuller disclosure of information relating to companies in general and the stock exchanges in particular.

Smuggling of Pakistan Gold into Saurashtra

*274. **Shri Yashpal Singh:**
Shri Hukam Chand Kachhavaiya:
Shri R. Barua:

Will the Minister of **Finance** be pleased to state:

(a) whether Government have seen news in the 'Blitz' dated the 16th January, 1965 that gold worth rupees one crore has been smuggled from Pakistan to Saurashtra;

(b) whether any investigation has been made into the rumours regarding the alleged landing of gold in Kutch region;

(c) if so, the result thereof; and

(d) the action taken in the matter?

The Deputy Minister in the Ministry of Finance (Shri Rameshwar Sahu): (a) Yes, Sir.

(b) Yes, Sir.

(c) Enquiries have revealed that this rumour has no basis.

(d) Does not arise.

Grievances of C.G.H.S. Doctors

*275. **Dr. L. M. Singhvi:**
Shrimati Maimoona Sultan:
Shri Hem Raj:
Shri Himatsingka:
Shri Rameshwar Tantia:

Will the **Minister of Health** be pleased to state:

(a) whether the Association of Central Government Health Service Scheme Doctors has submitted a detailed representation and has also intimated that the doctors will observe a protest week from the 22nd February, 1965; and

(b) if so, the main grievances of the C.G.H.S. doctors and the action, if any, taken by Government so far to ensure efficient working of the Scheme?

The Minister of Health (Dr. Sushila Nayar): (a) Yes.

(b) A statement showing the demands made by the Association and the views of the Government thereon is laid on the Table of the Sabha. [*Placed in Library, see* No. LT-3913/65]. The points were discussed with the representatives of the Central Government Health Scheme Medical Officers' Association and other Central Government doctors on the 24th December 1964 and 18th February, 1965. The suggestions made by the representatives are under examination.

Study Facilities for Doctors

*276. **Shri D. C. Sharma:**
Shri Bibhuti Mishra:
Shri K. N. Tiwary:
Shri Prakash Vir Shastri:
Shrimati Maimoona Sultan:
Shri Rameshwar Tantia:

Will the Minister of **Health** be pleased to state:

(a) whether it is fact that doctors employed in the Employees' State Insurance and the Central Government Health Service Schemes are not allowed to take up post-graduate studies, facilities for which are available in the Delhi University;

(b) if so the reasons therefor;

(c) whether it is also a fact that these doctors have to leave their jobs to pursue their studies abroad; and

(d) if so, the reaction of Government thereto?

The Minister of Health (Dr. Sushila Nayar): (a) No, Sir. Reasonable facilities are always extended to the Medical Officers under the Central Government Health Scheme for taking up post-graduate studies. In the Employees' State Insurance Corporation which is under the administrative control of the Ministry of Labour and Employment, no one has applied for such permission. It may also be noted that the administration of medical benefits under the Employees' State Insurance Corporation is the statutory responsibility of the State Governments, excepting the Union Territory of Delhi where it is directly administered by the Employees' State Insurance Corporation.

(b) Does not arise.

(c) and (d). Some Insurance Medical Officers in the Employees' State Insurance Corporation in Delhi have resigned their jobs to proceed abroad. No doctor serving in the Central Government Health Scheme has resigned to go for studies abroad.

Facilities for post-graduate studies are available in India, and several Central Government Health Scheme doctors have already availed of them.

Delegation of U.S. Businessmen

*277. **Shri P. C. Borooah:**
Shri P. R. Chakraverti:
Shrimati Savitri Nigam:
Shri Koya:
Shri Daji:
Shri Warior:

Will the Minister of **Finance** be pleased to state

(a) whether a delegation of U.S. businessmen recently visited New Delhi to explore investment opportunities in India;

(b) if so, the specific matters discussed by them with Government representatives; and

(c) whether any U.S. investment possibilities were revealed as a result of those discussions?

The Minister of Planning (Shri B. R. Bhagat): (a) Yes, Sir. A delegation of business executives sponsored by the Action Committee for International Development visited India in October, 1964.

(b) and (c). The Mission discussed with Government representatives only matters of general interest relating to foreign private investment. They were mainly interested in making individual private contacts with investors and industrialists in India for exploring investment possibilities in India.

Family Planning Clinics

594. **Shri Dhuleshwar Meena:**
Shri Ramachandra Ulaka:

Will the Minister of **Health** be pleased to state:

(a) the number of family planning clinics functioning at present in Rajasthan in the rural and urban areas; and

(b) the number of clinics proposed to be opened in that State during 1965-66?

The Minister of Health (Dr. Sushila Nayar): (a) The number of Family Welfare Planning Centres functioning at present in Rajasthan:

	Sponsored by	Rural	Urban	Total
Regular Family Welfare Planning Centres	1. State Government	175	45	220
	2. Local Bodies . .		..	
	3. Voluntary Organisations .		6	6
	4. Employees State Insurance Corporation	..	14	14
		175	65	240
	In addition there are :			
	Medical Institutions distributing contraceptives . . .	144	76	220
	Mobile Family Planning Surgical Units			18
	State Family Planning Surgical Units	..	..	5
	TOTAL	319	141	460—23 Surgical Units.

(b) 22 Rural clinics and 5 Urban clinics are proposed to be opened during 1965-66.

Training in Speech-Therapy

595. **Shrimati Savitri Nigam:**
Shri P. C. Borooah:

Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that there is no institute for training the speech-therapists in the country; and

(b) if so, whether Government propose to provide some scholarships for the training in speech-therapy in countries like USA and U.K.?

The Minister of Health (Dr. Sushila Nayar): (a) and (b). It has been decided to set up an All India Institute of Logopedics (Speech-therapy) at Mysore. The Institute besides providing for medical rehabilitation of disabled persons suffering from speech disorders will train medical and para medical personnel in the field of Logopedics (Speech-therapy).

Extension of Emergency Risk Insurance Scheme

596. **Shri Rameshwar Tantia:**
Shri Mohammad Elias:

Will the Minister of **Finance** be pleased to state:

(a) whether Government of India

have extended the duration of the policies issued under the Emergency Risks (Goods and Factories) Insurance Schemes for a further period of three months;

(b) if so, the reasons therefor;

(c) whether Government propose to extend it by some more period over and above this period;

(d) whether any adjustments were made in the scheme by its extension; and

(e) if so, the details thereof?

The Minister of Finance (Shri T. T. Krishnamachari): (a) and (b). The scheme of insurance framed by Government under section 5 of the Emergency Risks (Goods) Insurance Act and under section 3 of the Emergency Risks (Factories) Insurance Act have continued to remain in force. By notifications issued in December, 1964, Government have indicated the premia payable for the continuance of the emergency risks policies.

(c) The Emergency Risks Insurance Acts referred to under section 1 thereof, shall remain in force during the operation of the Proclamation of Emergency issued on the 26th October, 1962 and for such further period as the Central Government may decide for the purposes of the Act. As long as the Proclamation of Emergency is in force, therefore, and the scheme of Emergency Risks Insurance is not withdrawn the provisions of the scheme will continue to be in force.

(d) and (e). By notifications issued from time to time (copies of which had been placed on the Table of the House), Government amended the scheme and provided that policies in force in the last quarter of 1963 would continue to be in force during the four quarters of 1964 without any further payment of premia. For policies taken out for the first time in 1964, however, certain premia rates were levied subject to a maximum of Rs. 25. These provisions have now been extended to policies in force for the first quarter of 1965.

Training in Occupational Therapy

597. **Shrimati Savitri Nigam:** Will the Minister of **Health** be pleased to state:

(a) the number of Institutes which train Occupational Therapists and Physiotherapists in the country; and

(b) the expenditure incurred and the grants provided to those institutions?

The Minister of Health (Dr. Sushila Nayar): (a) There are six institutes for training the Physiotherapists and three for the training of Occupational Therapists.

(b) The information is being collected and will be placed on the table of the Sabha in due course.

Post-Graduate Training of Occupational Therapy

598. { **Shrimati Savitri Nigam:**
{ **Shri R. G. Dubey:**

Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that there is no arrangements for Post-graduate training of Occupational Therapy and physiotherapists in the country; and

(b) the number of scholarships given to the students who want to go abroad for the Post-graduate training?

The Minister of Health (Dr. Sushila Nayar): (a) No, Sir. Post-graduate courses in Physiotherapy and Occupational Therapy of two years duration each have been started in the K.E.M Hospital, Bombay. Short post-graduate courses of three months duration in these subjects are given in the All India Institute of Physical Medicine and Rehabilitation, Bombay.

(b) There is no scholarship scheme but some fellowships have been

awarded under the international scheme of assistance.

Theories on Human Vision

599. **Shri R. G. Dubey:** Will the Minister of **Health** be pleased to state:

(a) whether Government's attention has been drawn to the reported speech of Dr. C. V. Raman at the 30th Annual Session of the Indian Academy of Sciences at Poona wherein he propounded new theories on human vision; and

(b) if so, in the light of the statement that duality of the retinae was completely wrong, whether any effort is proposed to be made in the medical research with a view to establish whether this would have any bearing on the treatment of eye diseases?

The Minister of Health (Dr. Sushila Nayar): (a) Yes.

(b) The theories have been noted with interest but it is too early to expect any practical application in the treatement of eye diseases.

अनुदानों का उपयोग

602. **श्री म० ला० द्विवेदी :**
श्री स० चं० सामन्त :
श्री यशपाल सिंह :

क्या **वित्त** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कोई ऐसी व्यवस्था की गई है कि जिससे यह देखा जा सके कि संसद् द्वारा स्वीकृत धन का भारत सरकार के व्यय करने वाले मंत्रालयों/विभागों में विभिन्न स्तरों पर उचित उपयोग होता है ;

(ख) यदि हां, तो इसे कैसे कार्य-रूप दिया जाता है ;

(ग) ऐसे अधिकारियों के विरुद्ध यदि कोई कार्यवाही की जाती है तो वह क्या है जो संसद् द्वारा स्वीकृत कुल अनुदानों से अधिक व्यय करते है या विशिष्ट प्रयोजन या प्रयोजनों के लिए दी गई राशि का उपयोग नहीं करते; और

(घ) पिछले चार वर्षों में ऐसे कितने मामलों में कार्यवाही की गई ?

वित्त मंत्री (श्री ति० त० कृष्णमाचारी) : (क) और (ख). मंत्रालय और उनके अधीन अन्य प्राधिकरण, उन्हें दिये गये वित्तीय अधिकारों और सरकार द्वारा समय-समय पर जारी की गयी कार्य-प्रणाली सम्बन्धी हिदायतों के अनुसार, संसद् द्वारा स्वीकृत अनुदानों में से रुपया खर्च करते हैं। जिस सीमा तक उन्हें ये अधिकार नहीं दिये जाते, उस सीमा तक उन्हें वित्त मंत्रालय की सहमति से मंजूरियां दी जाती हैं। ऐसी कार्यप्रणालियां भी मौजूद हैं जिन के अनुसार मंत्रालय और अन्य विभाग वर्ष में होने वाले खर्च पर कड़ी नजर रख सकें, ताकि खर्च की रकम स्वीकृत अनुदानों की रकम से अधिक न हो जाय और साथ ही विशेष प्रयोजनों के लिए निर्धारित की गयी रकमों का उपयोग न किये जाने के कारण बहुत अधिक बचत भी न हो जाय। किन्तु संसद द्वारा स्वीकृत रकमों का सभ स्तरों पर उचित उपयोग किया गया है या नहीं, इस बात पर नजर रखने वाला अन्तिम संगठन लेखा-परीक्षक विभाग है, जो विभिन्न वर्षों के विनियोग लेखों और उन से सम्बद्ध लेखापरीक्षक की रिपोर्टों द्वारा सरकार और संसद् का ध्यान उन मामलों की ओर आकृष्ट करता है जिन में दिये गये अधिकारों का दुरुपयोग किया गया है ।

(ग) लेखापरीक्षा विभाग, स्वीकृत अनुदानों की रकम से अधिक खर्च और इस्तेमाल न की गय रकमों के मामलों की सूचना विनियोग लेखों (एप्रोप्रिएशन एकाउन्ट्स) द्वारा देता है। जहां तक जिम्मेदार अधिकारियों के विरुद्ध कारवाई करने का सम्बन्ध है अनुभवहीनता या समझ के फेर के कारण दिये गये अधिकारों के दुरुपयोग के मामलों और जानबूझ कर की गयी लापरवाही के मामलों में भेद करना जरुरी हो जाता है। जानभूझ कर क गय लापरवाही के मामलों में निर्धारित कार्यप्रणालियों के

अनुसार अनुशासन सम्बन्धी उचित कार्रवाई की जाती है और साथ ही उन मामलों में भी ऐसे ही कार्रवाई की जाती है जिनमें सरकारी लेखा जांच समिति द्वारा विनियोग लेखों और लेखापरीक्षा की रिपोर्टों की जांच के बाद उसके लिए सिफारिश की जाती है ।

(घ) पिछले चार वर्षों के ऐसे मामलों की संख्या के सम्बन्ध में सूचना अभी उपलब्ध नहीं है और यह समझा जाता है कि सभी मंत्रालयों और अन्य नियन्त्रक प्राधिकरणों से यह सूचना प्राप्त करने में जितना समय लगेगा और जितना प्रयत्न करना पड़ेगा वह परिणाम को देखते हुए बहुत अधिक होगा ।

Avoidance of Double Taxation of Income

603. **Shri Rameshwar Tantia:**
Shri R. S. Pandey:
Shri R. Barua:
Shri L. N. Bhanja Deo:

Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that an official delegation visited U.S.A. to negotiate for the conclusion of a double taxation avoidance agreement between the two countries; and

(b) if so, the points discussed and decision arrived at?

The Minister of Finance (Shri T. T. Krishnamachari): (a) Yes, Sir. An Indian Tax Delegation visited U.S.A. in December, 1958 and held discussions with the U.S. authorities for the conclusion of an Agreement for the avoidance of double taxation of income between the two countries.

(b) Particulars regarding the points discussed and the tentative decisions arrived at in matters relating to such international agreements are not made public until the agreements have been finalised, and so, it is not possible at this stage to furnish the information asked for.

New Hotel in Delhi

604. **Shri Rameshwar Tantia:**
Shrimati Savitri Nigam:
Shri K. N. Tiwary:
Shri P. R. Chakraverti:
Shri P. C. Borooah:
Shri Daji:
Shri Warior:

Will the Minister of **Works and Housing** be pleased to state:

(a) whether Government are considering a proposal for the construction of 700-800—bed hotel in the capital;

(b) if so, when it is likely to be established;

(c) whether the delegation which went to Hong Kong and Japan has submitted its report; and

(d) if so, the details thereof?

The Minister of Works and Housing (Shri Mehr Chand Khanna): (a) Yes.

(b) Since the proposal is still in the planning stage, it cannot be said when the hotel will be established.

(c) Yes.

(d) The report is under examination.

Punjab Flood Problems

605. **Shri Surendra Pal Singh:** Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that he toured extensively in the Punjab during December last with a view to study the flood and the water-logging problems of that State and to evolve a solution for the same; and

(b) if so, the concerted plans drawn up by his Ministry to save Punjab from damages caused by floods every year?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) and (b). Some of the areas seriously affected by water-logging were inspected and the follow-

ing measures *inter-alia* suggested to the Government of Punjab:

(i) Construction of a net-work of main and subsidiary drains in the water-logged areas specially in Sangrur and Patiala districts.

(ii) Lining of the upper reaches of Sunder Branch and the Delhi parallel Branch.

(iii) Investigation for reducing seepage from canals by clay-grouting to be made first in the laboratory and then in the field, if laboratory results are succesaful.

(iv) Examining the possibility of draining excess water from the country-side into the existing canals.

(v) Villages which get inundated frequently should be protected by providing ring bunds with pumping arrangements.

(vi) Some of the existing drains should be deepened.

(vii) Detailed surveys and investigations to be undertaken so as to assess the problem comprehensively.

(viii) Adequacy of provision of water-ways for drainage crossings to be examined.

(ix) Possibility of increasing the duty of canal water in water logged areas to be examined.

Urban Local Bodies

606. **Shri Surendra Pal Singh:**
Shri P. R. Chakraverti:

Will the Minister of **Health** be pleased to refer to the reply given to Unstarred Question No. 1499 on the 17th December, 1964 regarding financial resources of Urban local bodies and state:

(a) whether Government have now received the report in question;

(b) if so, the main recommendations; and

(c) Government's decisions thereon?

The Minister of Health (Dr. Sushila Nayar): (a) Yes.

(b) A summary of the main recommendations of the Committee is given in the Statement laid on the Table of the House. [*Placed in Library, see* **No. LT 3914/65**).

(c) The Report was placed before the tenth meeting of the Central Council of Local Self-Government held at Bombay from 10th to 12th February, 1965. The Council resolved that the Report be commended for consideration, examination and such action as may be considered appropriate, to the Planning Commission. the concerned Ministries of the Government of India and the State Governments etc. who may be requested to communicate their views if any, to the Ministry of Health by the 15th March, 1965. The comments so received may be examined by a Committee consisting of Professor M. S. Thacker, Member, Planning Commission, Deputy Minister for Health and the Minister for Urban Development Maharashtra.

In pursuance of the decision taken at the meeting of the Central Council of Local Self-Government mentioned above, the State Governments etc. have been requested to communicate their views if any, before the 15th March, 1965, after which further action will be taken.

Rural Electrification in Delhi Territory

607. **Shri P. C. Borooah:**
Shri Yashpal Singh:
Shri Bhagwat Jha Azad:
Shri D. D. Puri:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) Whether State Governments have been advised to adopt a village each in the Union Territory of Delhi:

to try out their proposals for rural electrification; and

(b) if so, the response from the State Governments?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The State Electricity Boards of Madras, Bihar, Mysore, Uttar Pradesh, Madhya Pradesh, Gujarat, Andhra Pradesh, Kerala and Punjab were requested to electrify one village each in the Union Territory of Delhi to illustrate the standards for rural electrification followed in their States. In addition, DESU was requested to electrify one village on the basis of the standards formulated by the Central Water & Power Commission. The South Madras Electric Supply Corporation, a major licensee in Madras State, volunteered to electrify one village on the basis of their standards, and this offer was also accepted.

(b) The State Electricity Boards and other authorities concerned agreed to the proposal and the electrification of the villages is now in progress.

C.G.H. Scheme for Pensioners

608. **Shri P. C. Borooah:**
Shri P. R. Chakraverti:
Shri S. M. Banerjee:
Shri Yashpal Singh:
Shri K. N. Tiwary:

Will the Minister of **Health** be pleased to state:

(a) whether Government have decided to extend the Central Government Health Service benefits to pensioners and their dependents;

(b) if so, the details thereof; and

(c) the arrangements made for the extension of C.G.H.S. benefits to those dependents of Government employees who are not covered strictly under the term 'family' of Government servants?

The Minister of Health (Dr. Sushila Nayar): (a) Yes. The scheme came into force on 1-1-1965.

(b) A note giving the details is laid on the Table of the House. [*Placed in Library. See* No. LT-3915/65].

(c) The Central Government Health Scheme has been extended to the members of the public in eight areas covered by the C.G.H.S. dispensaries at Moti Bagh, Sarojini Nagar, Laxmibai Nagar, Andrews Ganj, North Avenue, South Avenue, Constitution House and Chanakyapuri. Dependent members of pensioners and Government servants who are not covered under the term "family" in these areas may join the scheme on payment of contribution at Rs. 19.40 per annum.

All India Licentiate Association

609. **Shri Surendra Pal Singh:**
Shri Yashpal Singh:
Shri M. L. Dwivedi:

Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that the All India Licentiate Association has urged the Central Government to bring all registered Medical Practitioners under one schedule and to treat all licentiates in service at par with medical graduates after ten years of service; and

(b) if so, the Government's reaction to this suggestion?

The Minister of Health (Dr. Sushila Nayar): (a) and (b). Resolutions to this effect were passed at the All-India Medical Licentiates' Conference held at Agra in December, 1964.

The question of having a common schedule for all registrable medical qualifications is already under the consideration of the Medical Council of India who have addressed the State Governments, State Medical Councils, Universities, etc. for their opinion in the matter. The Government of India are awaiting the views of the Medical Council of India.

Government does not feel that any such hard and fast rule can be laid down about licentiates with ten years' service as suggested by the Conference.

Goldsmiths in Calcutta

610. **Shri P. R. Chakraverti:**
Shri K. N. Tiwary:

Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that a survey of the Calcutta market has shown that the number of self-employed goldsmiths has increased since the promulgation of the Gold Control Order;

(b) whether it is also a fact that the goldsmiths make ornaments of the prohibited 22-carat quality in customers' houses or elsewhere, while using their old establishments only for making contacts;

(c) whether the rate of detection of contraband gold remains at 10 per cent of the total; and

(d) whether gold is being smuggled into the country in larger quantities, more by sea than by air or road?

The Minister of Finance (Shri T. T. Krishnamachari): (a) No, Sir.

(b) Under rule 126HH of the Defence of India Rules, goldsmiths have been permitted to remanufacture ornaments of any purity subject to the condition that it does not exceed the purity of the old ornaments. It is also open to them to work in customers' houses as well as elsewhere.

(c) It is not possible to specify the percentage that seizures of smuggled gold bear to the total quantity smuggled.

(d) It is estimated that smuggling by sea is larger than smuggling by air or by road.

Vasectomy

611. **Shri P. R. Chakraverti:**
Shri K. N. Tiwary:
Shri Yashpal Singh:
Shri Bhagwat Jha Azad:
Shri S. M. Banerjee:
Shri Ram Harkh Yadav:
Shri Murli Manohar:

Will the Minister of **Health** be pleased to state:

(a) whether Government endorse the views expressed by Dr. S. Chandrasekhar that higher rewards should be given to fathers with two or three children to undergo vasectomy;

(b) whether Government endorse his further remarks that the age of consent for marrying women should be raised to twenty years, to make the reproductivity period shorter; and

(c) the steps taken to utilise the services of voluntary agencies to educate the people in taking to scientific methods to check population growth?

The Minister of Health (Dr. Sushila Nayar): (a) No. The Government of India feel that the family planning including sterilization should be done on a voluntary basis after proper education, and motivation.

(b) No. All the Voluntary Organisations and Social Welfare Agencies have been requested to assist the Government in implementing the following recommendation of the Central Family Planning Board made in their meeting held in August, 1964:

> "that the social welfare agencies should assist in creating the social climate for the people to adhere to the present legal age limits of marriage and to further raise the age of marriage of girls".

(c) The Government of India realise the importance of Voluntary Organisations and Social Welfare Agencies in the family planning programme. Representatives of All-India bodies are members of the important Committees set up by the Government of India from time to time. They are given grants-in-aid for implementing the family planning programme. They are actively supporting the Government of India and the State Governments in educating the people, pro-

pagating the advantages of family planning and making the family planning programe a success.

National Credit Institutions

612. **Shri P. R. Chakraverti:**
Shrimati Savitri Nigam:

Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that all the National Credit agencies—such as the Reserve Bank of India, the State Bank of India, the Life Insurance Corporation, the Life Insurance Corporatee Corporation are having their Central Offices located in one area;

(b) how far does this concentration of their headquarters in the same neighbourhood promote the national interests of a developing country spread over different zones, not uniformly developed; and

(c) whether Government have received representation from the Chambers of Commerce and other organisations demanding dispersal of these national institutions to prominent cities in other areas to give a fillip to the industries functioning therein?

The Minister of Finance (Shri T. T. Krishnamachari): (a) Yes.

(b) There is no reason to believe that the location of the Central or head office of any credit institution at any particular place is relevant in this context.

(c) No.

Representation from Government Pensioners

613. **Shri P. R. Chakraverti:**
Shri K. N. Tiwary:
Shri Kapur Singh:
Shri P. K. Deo:
Shri Narasimha Reddy:

Will the Minister of **Finance** be pleased to state:

(a) whether Government have received any representation from some Government Pensioners' Associations for revising the matter of commutation of pension with respect to old and invalid pensioners and restoration of the commuted part of pension to them;

(b) whether any decision has been taken in the matter in view of the enhacement of the retirement benefits of future pensioners; and

(c) whether any increase in the rates of pension to the retired Government servants has been made to compensate them to some extent for the loss in their real earnings resulting from the fall in the purchasing power of the Rupee?

The Minister of Finance (Shri T. T. Krishnamachari): (a) Yes, Sir.

(b) The formula for calculating pension has remained the same and there has been no increase in the retirement benefits except that the minimum pension has been raised to Rs. 25 in sympathy with the rate prescribed for the Family Pension Scheme for Central Government employees 1964. This has no bearing on the question of restoration of the commuted portion of pension.

(c) An *ad hoc* increase in small pensions was given with effect from 1-10-1963.

D.A. to L.I.C. Staff

614. **Shri Heda:**
Shri S. M. Banerjee:
Shri Yashpal Singh:
Shri Hari Vishnu Kamath:
Shri Bhagwat Jha Azad:
Shri Madhu Limaye:
Shri P. R. Chakraverti:

Will the Minister of **Finance** be pleased to state:

(a) the monetary advantages to be obtained by the L.I.C. staff after the *ad hoc* raise in dearness allowance during December, 1964; and

(b) the other benefits such as sickness leave and better working conditions provided to the staff apart from the monetary advantage?

The Minister of Finance (Shri T. T. Krishnamachari): (a) The reference is presumbly to the ad hoc increase of dearness allowance granted in December, 1964 to Government employees drawing salaries less than Rs. 600. In the case of the L.I.C. the bulk of such employees who belong to class III and class IV services of the Corporation the dearness allowance is governed by agreement between the Employees' Association and the Corporation. In accordance with such an agreement in January, 1965 with the All India Insurance Employees Association the dearness allowances of class IV and class III employees were increased by 8 per cent and 6 per cent of their basic salaries respectively. This increase will have effect from 1st August, 1964. With this temporary increase a class III employee now draws dearness allowance of 40.5 per cent of his basic salary and a class IV employee 54 per cent of his basic salary.

(b) The other benefits available to class III and class IV employees are:

(i) Sick leave at the rate of 16 months on half pay or 8 months on full pay throughout the period of service;

(ii) Term Insurance Cover for a sum ranging from Rs. 3,000 to Rs. 8,000 in the case of class III employee, and Rs. 1,500 to Rs. 4000 in the case of Class IV employee.

(iii) Canteen facilities;

(iv) Reimbursement of medical expenses upto a maximum sum of Rs. 50 per annum in respect of illness of the employee and certain members of his family.

Food Adulteration Cases

615. Shri Hari Vishnu Kamath: Will the Minister of **Health** be pleased to state:

(a) the total number of offences investigated since 1st April, 1964 under the provisions of the Prevention of Food Adulteration Act;

(b) the number of prosecutions launched under the above Act, together with convictions and sentences awarded in each case; and

(c) the break-up of the above figures, State-wise, and according to the category or nature of offences committed?

The Minister of Health (Dr. Sushila Nayar): (a) to (c). The requisite information is being collected and will be laid on the table of the Sabha in due course.

Drugs Adulteration Cases

616. Shri Hari Vishnu Kamath: Will the Minister of **Health** be pleased to state:

(a) the total number of offences investigated, since 1st April, 1964 under the provisions of the Prevention of Adulteration of Drugs Act;

(b) the number of prosecutions launched under the above Act together with convictions and sentences awarded in each case; and

(c) the break-up of the above figures, State-wise, and according to the category or nature of offences committed?

The Minister of Health (Dr. Sushila Nayar): (a) to (c). The required information has been called for from the State Governments and will be laid on the Table of the Sabha when received.

Medical College at Jodhpur

617. Dr. L. M. Singhvi: Will the Minister of **Health** be pleased to state:

(a) whether Government are aware that a Medical College is being started at Jodhpur; and

(b) if so, the extent of Central Government's assistance for this college and when the college is likely to be started?

The Minister of Health (Dr. Sushila Nayar): (a) Advance action to start a medical college in Jodhpur is being taken by the Rajasthan Government.

(b) Approved formula during the Third Plan for assistance in this field is—

Non-Recurring:

(i) 75 per cent for equipment subject to a ceiling of Rs. 22,500 per admission.

(ii) 75 per cent for building subject to a ceiling of Rs. 37,500 per admission for new colleges.

Recurring:

50 per cent subject to a ceiling of Rs. 4,000 per admission. The money is included in the State Plan Ceiling.

Compulsory Deposit Scheme

618. **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri Balmiki:

Will the Minister of **Finance** be pleased to state:

(a) whether the process of refund of money under the Compulsory Deposit Scheme in cases where the deposits were below one hundred and fifty rupees has been completed;

(b) if not, the number of cases still pending and the amount involved therein; and

(c) the reasons therefor?

The Minister of Finance (Shri T. T. Krishnamachari): (a) to (c). As no separate statistics are maintained by the deposit offices, numbering over 14,000, regarding the number of accounts where the deposits are Rs. 150 or less, it is not possible to indicate whether the process of repayment in respect of the above accounts has been completed or not.

बहरीन में भारतीय मुद्रा

619. **श्री ओंकार लाल बेरवा** : क्या **वित्त** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बहरीन की सरकार ने विशेष भारतीय मुद्रा को जो कि बहरीन में अब तक मुख्य मुद्रा रही है, बदलने का निश्चय किया है ; और

(ख) यदि हां, तो इसके क्या कारण है ?

वित्त मंत्री (श्री ति० त० कृष्णमाचारी) : (क) जी, हां ।

(ख) बहरीन की सरकार ने अपनी मुद्रा अर्थात बहरीन दीनार जारी करने का निश्चय किया है, इसीलिए भारतीय रुपये को बदला जा रहा है ।

Scientific Apparatus for Schools

620. **Shri Bibhuti Mishra:**
Shri K. N. Tiwary:

Will the Minister of **Planning** be pleased to state:

(a) whether it is a fact that the need for a planned programme to set up the production of scientific apparatus for schools has been stressed by the Panel on Science Education set up by the Committee on Plan Projects;

(b) if so, the important suggestions made by the Panel; and

(c) the extent to which they are going to be implemented?

The Minister of Planning (Shri B. R. Bhagat): (a) Yes.

(b) A statement is placed on the Table of the House. [*Placed in Library. See* No. LT-3916/65].

(c) The recommendations have been brought to the notice of the Ministry of Education and State Education Departments for effective implementation.

The Ministry of Education have already sanctioned the setting up of a Science Unit in each State for the strengthening of science education in Secondary Schools. The Department of Science Education of the National Council of Educational Research and Training is working out proposals for the setting up of a semi-autonomous agency to lay down norms and standards for science apparatus and equipment. The other recommendations

relating to assessment of the total requirements of science equipment during the Fourth Plan and the question of increased production are being considered. In this connection the Planning Commission are setting up a working group to go into the question of requirements of scientific equipment for all levels of education during the Fourth Plan.

Rural Electrification of Punjab

621. **Shri Daljit Singh:**
Shrimati Savitri Nigam:
Shri P. R. Chakraverti:
Shri P. C. Borooah:
Shri K. N. Tiwary:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) the amount allotted for rural electrification to the Punjob State during 1964-65 so far;

(b) whether the amount allotted to Punjab for rural electrification in backward areas was utilized during the same period; and

(c) if not, the reasons therefor?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) A sum of Rs. 180 lakhs was sanctioned by the Government of India to Punjab for rural electrification for the year 1964-65.

Under the scheme of rural electrification for increasing agricultural production, a further sum of Rs. 100 lakhs was allotted to Punjab during the current financial year.

(b) and (c). The Government of India do not advance any loans to the Government of Punjab specifically for rural electrification in the backward areas. The Government of Punjab have, however, spent till the end of December, 1964 about Rs. 128·11 lakhs on the electrification of 125 villages (including tubewells)—25 villages in hilly areas and the rest in the plains including backward areas.

Hair Dyes

622. Shri D. J. Naik: Will the Minister of **Health** be pleased to state:

(a) whether Government have issued instructions to all manufacturers of hair dyes to label that the use of hair dyes might lead to eye defects; and

(b) if so, the reaction of the manufacturers thereto?

The Minister of Health (Dr. Sushila Nayar): (a) The Drugs and Cosmetics Rules issued in 1964 provide for the manner of labelling of hair dyes containing coal tar colours. According to these provisions all hair dyes containing para-phenylene-diamine or other coal-tar dye base or coal-tar dye intermediate have to be labelled with a caution that the product contains ingredients which may cause skin irritation in certain cases and so a preliminary test according to the given directions should first be made and that the product should also not be used for dyeing the eyelashes or eyebrows as such use may cause blindness.

(b) No reactions from any manufacturers in regard to the above provisions have been received except that in one case the manufacturers expressed difficulty in giving the caution note on the label of the hair dyes in all Indian languages and desired to be permitted to give the caution note only in English and Hindi. They have been advised that the caution note may be given in English and one or two local languages of the State where the product is to be sold.

समवाय अधिनियम का उल्लंघन

623. **श्री मधु लिमये :**
श्रीमती सावित्री निगम :
श्री प्र० चं० बरुआ :
श्री विश्वनाथ पाण्डेय :
श्री विश्वनाथ राय :
श्री रामेश्वर टांटिया :

क्या **वित्त** मंत्री यह बताने की कृपा करेंगे कि :

(क) देश भर में उन समवायों और उनके अधिकारियों के नाम क्या हैं जिनके

विरुद्ध समवाय अधिनियम, 1956 के लागू होने के बाद उसके विभिन्न उपबन्धों का उल्लंघन करने के मामले दर्ज किये गये हैं और वे कौन-कौन सी धारा के अधीन दर्ज किये गये हैं ; और

(ख) ऐसे कितने व्यक्तियों पर न्यायालयों द्वारा जुर्माना किया गया है या उन पर मुकदमे चलाये गये हैं ?

वित्त मंत्री (श्री ति० त० कृष्णमाचारी): (क) और (ख). 1956–57 से लेकर 1963–64 की अवधि में अभियोजित किये गए समवायों और अभियोजन ग्रस्त मामलों की संख्या क्रमशः 6699 और 29167 थी। इस दिशा में संख्या तथा सम्बद्ध सूचना का वर्ष क्रमानुसार ब्योरा "समवाय अधिनियम के के कार्यसंचालन तथा प्रशासन" पर सातवीं वार्षिक रिपोर्ट में विवरण संख्या 11 और सारणी संख्या 16 से 18 में, और इसी दिशा में कथित अधिनियम पर आठवीं वार्षिक रिपोर्ट की सारणी 9 एवं 10 तथा विवरण संख्या 11 में अन्तर्विष्ट है और इन वार्षिक रिपोर्टों की प्रतियां क्रमशः मार्च तथा दिसम्बर 1964 में सभा पटल पर रखी गई थीं।

जैसा कि वार्षिक रिपोर्टों में निर्दिष्ट किया गया है, उक्त कथित अवधि के दौरान 90 प्रतिशत से भी अधिक अभियोजन के मामले समवाय अधिनियम की धाराओं 159, 220 और 551 के अधीन पंजीयक को अपेक्षित विवरणियां न भेजने, धारा 166 के अधीन निर्धारित समय में अपेक्षित सामान्य वार्षिक बैठकें नियोजित न करने और सामान्य वार्षिक बैठकों में जांचे हुए लेखों को न रखने के कारण, दर्ज किए गए।

इन समवायों तथा इन के अधिकारियों के नाम तत्काल उपलब्ध नहीं हैं और इस सम्बन्ध विवरण में संकलित करने में लगे समय तथा श्रम के अनुरूप परिणाम नहीं निकल सकेंगे।

Bhakra Right Bank Power House

624. Shri D. C. Sharma: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the estimates for the Bhakra right bank power house have proved unrealistic and have been revised twice raising the estimates to almost double the original estimates; and

(b) if so, the reasons therefor?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The original Project Estimate as framed in 1960 was for Rs. 35·35 crores. This estimate was revised in 1964 and now stands at Rs. 59·70 crores.

(b) The increase in the estimates is mainly due to the increased allocation of cost of Bhakra Dam towards power portion, increase in cost of electrical plant and equipment to be supplied by U.S.S.R. and increase in the scope of transmission works on the basis of Net-work Analyser studies.

Sale of Products of Industries

625. Shri Yashpal Singh: Will the Minister of **Finance** be pleased to state:

(a) whether Government propose to introduce a complete control on the sale of products of industries which are supplied with raw materials quota by Government at controlled rates;

(b) if so, the details thereof; and

(c) how far the consumer is expected to be benefited by such a scheme?

The Minister of Finance (Shri T. T. Krishnamachari): (a) to (c). Control is already in operation in respect of prices and distribution of a number of commodities, such as, certain categories of coal and iron and steel, cement, nitrogenous fertilisers, and sugar. Prices of popular varieties of cloth, kerosene, paper, automobiles, scooters and motorcycles are also fixed. Some of the raw materials for these indus-

tries are also supplied at controlled rates.

Government keeps under constant review the policy in regard to controls from the point of view of ensuring adequate return to producers and reasonable prices for consumers.

Drinking water for Lunkaransar

626. Shri Karni Singhji: Will the Minister of **Health** be pleased to state whether the scheme regarding the drinking water supply to Lunkaransar and adjoining areas (Bikaner District, Rajasthan) has since been scrutinised and finalised by the engineers of the Ministry of Health in consultation with the engineers of the Rajasthan State?

The Minister of Health (Dr. Sushila Nayar): Proposals, drawn up by the State Chief Engineer, for drinking water supply to Lunkaransar and adjoining areas (Bikaner District) were discussed by the engineers of the Ministry of Health with him in January, 1965. It was decided to examine further alternatives to bring down the cost of the scheme. The revised proposals from the Chief Engineer, Rajasthan, are still awaited.

सेलमिन मेटल पाउडर और कोबाल्ट आक्साइड का व्यापार

627. **डा० राम मनोहर लोहिया :**
श्री किशन पटनायक :
श्री रामसेवक यादव :

क्या **वित्त** मंत्री यह बताने की कृपा करेंगे कि :

(क) वास्तविक उपभोक्ता लाइसेंस पद्धति को लागू करने से पहले सेलेमिन मैटल पाउडर और कोबाल्ट आक्साइड के व्यापार सम्बन्धी नियर्तिकों से सरकार को आय-कर के रूप में कितनी राशि प्राप्त होती थी ;

(ख) वास्तविक उपभोक्ता लाइसेंस पद्धति को चालू करने के पश्चात उन व्यापारियों से अब कितनी राशि प्राप्त होती है ;

(ग) क्या कर-संग्रह में अधिक कमी देखी गई है ;

(घ) यदि हां, तो इस के क्या कारण हैं ; और

(ङ) इस सम्बन्ध में सरकार क्या कार्यवाही कर रही है ?

वित्त मंत्री (श्री ति० त० कृष्णमाचारी) : (क) और (ख). आय-कर राजस्व सम्बन्धी आंकड़े मुख्य व्यापार वर्गीकरणों के अनुसार रखे जाते हैं । सेलेमिन मैटल पाउडर और कोबाल्ट आक्साइड के बारे में कोई पृथक आंकड़े नहीं रखे जाते हैं । अतएव, अपेक्षित सूचना उपलब्ध नहीं है ।

(ग) से (ङ). प्रश्न ही नहीं उठते ?

T.B. Case Finding Units

628. **Shri M. L. Dwivedi:**
Shri Subodh Hansda:

Will the Minister of **Health** be pleased to state:

(a) whether the proposed Mobile X-ray T.B. Case Finding Units have been established;

(b) if so, the number thereof;

(c) where those units are working;

(d) the nature of help proposed to be given to T.B. patients detected by these units; and

(e) how far India has progressed in the manufacture of X-ray plants indigenously?

The Minister of Health (Dr. Sushila Nayar): (a) to (c). There are at present 27 Mobile X-ray T.B. Case Find-

ing Units working in the country at the places indicated below:

Andhra	
Anantapur	1
Hyderabad	1
Madnapalle	2
Bihar	
Patna	1
Kerala	
Trivandrum	1
Gujarat	
Ahmedabad	1
Madras	
Madras	1
Madhya Pradesh	
Bhopal	1
Dandakaranya	1
Maharashtra	
Bombay	1
Nagpur	1
Mysore	
Bangalore	8 (including 6 at the National T.B. Institute)
Mangalore	1
Punjab	
Patiala	1
West Bengal	
Calcutta	2
Delhi	3
TOTAL	27

(d) Patients detected with disease in case-finding surveys are provided free treatment through the T.B. Clinics.

(e) Four firms are manufacturing X-ray plants in the country using indigenous material, though certain special parts like X-ray tubes, high tension cables, relays etc., have to be imported from foreign countries.

Floods in Andhra Pradesh

629. **Shri Kolla Venkaiah:**
Shri M. N. Swamy:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether the experts committee appointed by Government to go into the question of floods in coastal districts of Andhra Pradesh has visited the area and completed its investigation;

(b) if so, whether any report has been presented to Government; and

(c) the main recommendations of the committee and Government's reaction thereto?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The Expert Committee has visited the flood affected areas; but the investigations are not yet complete.

(b) Not yet.

(c) Does not arise.

आय-कर कानूनों में सुधार

630. **श्री द्वा० ना० तिवारी :** क्या **वित्त** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अधिकृत लेखा-पाल संस्था (पश्चिम क्षेत्र) बम्बई की 17 जनवरी, 1965 की बैठक में आय-कर आयुक्त, बम्बई नगर–2 बम्बई, ने अपने भाषण के दौरान वर्तमान आय-कर कानूनों को सरल बनाने के सम्बन्ध में अपने विचार व्यक्त किये थे ; और

(ख) यदि हां, तो सरकार की उस पर क्या प्रतिक्रिया है ?

वित्त मंत्री (श्री ति० त० कृष्णमाचारी) : (क) 17–1–1965 को चार्टर्ड लेखापाल केन्द्र, पश्चिमी क्षेत्र, बम्बई द्वारा गठित एक परिसंवाद में बम्बई सीटी 2 बम्बई के आयकर आयुक्त आयकर के कर सम्बन्धी ढांचे को सरल बनाने के विषय पर बोले थे। उन्होंने केवल

कुछ मार्गों का संकेत किया था जिन पर चल, कर, उनकी दृष्टि से, कर की संगणना का कार्य सरल हो सकता था।

(ख) आयकर आयुक्त ने अपनी निजी हैसियत के रूप में जो सुझाव दिये थे उनकी जांच की जा रही है।

Thermal Power Station near Nagpur

631. **Shri Subodh Hansda:**
Shri S. C. Samanta:
Shri M. L. Dwivedi:
Shri Ram Harkh Yadav:
Shri Balkrishna Wasnik:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether Government propose to set up a super-thermal power station near Nagpur;

(b) if so, the total estimated cost of this project; and

(c) whether equipment required for this power project will be obtained from indigenous resources?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) Yes.

(b) The project report is still under preparation by the State authorities and as such it is not possible to indicate the cost of the project.

(c) The equipment will be obtained partly from indigenous sources and partly by import.

प्रधान मंत्री का निवास स्थान

632. **श्री रामसेवक यादव :** क्या **निर्माण और आवास** मंत्री यह बताने की कृपा करेंगे कि :

(क) प्रधान मंत्री के निवास स्थान का नवीकरण करने तथा उसे नये ढंग का बनाने के लिए अब तक कितना धन व्यय किया गया है;

(ख) व्यय मुख्यतः किन मदों पर किया गया है ;

(ग) क्या उस पर कुछ और व्यय होने की सम्भावना है ; और

(घ) यदि हां, तो उसकी मात्रा क्या है ?

निर्माण और आवास मंत्री (श्री मेहरचन्द खन्ना) : (क) प्रधान मंत्री के निवास-स्थान, 1 मोतीलाल नेहरू प्लेस पर 8,340 रुपये खर्च किये गये हैं। 10 जनपथ की इमारत के नवीकरण तथा उसे नये ढंग से प्रधान मंत्री के कार्यालय के लिए बनाने में अब तक 96,281.50 रुपये खर्च आये हैं और प्रधान मंत्री की एस्टेट में सुरक्षा के प्रबन्ध पर 85,523.50 रुपये खर्च हुए हैं।

(ख) प्रधान मंत्री के निवास स्थान में एक छोटा शीशे वाला कमरा (ग्लेज्ड रूम) का बनाया जाना तथा बिजली की व्यवस्था मजबूत किये जाने की तरह का कार्य किया गया है। प्रधान मंत्री के कार्यलय में पुराने बंगले का नवीकरण किया गया है और एक स्वागत कक्ष तथा अतिथि ब्लाक और बना दिया गया है। बिजली के तारों को बदल दिया गया है और कुछ वातानुकूलन की व्यवस्था कर दी गयी है। प्रधान मंत्री की एस्टेट की सुरक्षा के प्रबन्ध के अन्तर्गत सुरक्षा दीवारें तथा दरवाजे बना दिये गये हैं और रात में रोशनी का प्रबन्ध कर दिया गया है।

(ग) अभी तक इस संबंध में कोई अन्तिम निर्णय नहीं लिया गया है।

(घ) सवाल ही नहीं उठता।

झुग्गी निवासियों पर सम्पत्ति-कर

634. **श्री प० ला० बारुपाल :**
श्री सूर्य प्रसाद :

क्या **स्वास्थ्य** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या, यह सच है कि नई दिल्ली के मोती पहाड़ी, न्यू पूसा रोड तथा करोल बाग क्षेत्रों में झुग्गी झोंपड़ी निवासियों से सम्पत्ति कर वसूल किया जाता है ;

(ख) यदि हां, तो क्या उन व्यक्तियों की झुग्गी झोंपड़ियों को स्थायी सम्पत्ति माना जाता है ;

(ग) यदि नहीं तो सम्पत्ति कर वसूल करने के क्या कारण हैं ;

(घ) क्या नई दिल्ली का विकास प्राधिकार इन व्यक्तियों से कोई अन्य प्रकार के कर भी वसूल करता है ; और

(ङ) यदि हां, तो वे कर कौन कौन से हैं तथा उनको किस आधार पर वसूल किया जाता है ?

स्वास्थ्य मंत्री (डा० सुशीला नायर) : (क) जी नहीं । मोती पहाड़ी, न्यू पूसा रोड और करोलबाग के झुग्गी झोंपड़ी निवासी दिल्ली विकास प्राधिकार की व्यवस्थाधीन सार्वजनिक भूमि पर अनधिकृत कब्जा किये हुये हैं । उनसे कोई सम्पत्ति कर वसूल नहीं किया जाता किन्तु पब्लिक प्रेमिसेस (एविक्शन आफ अनौथराइज्ड औकुपेण्ट्स) एक्ट 1958 के अधीन हर्जाना लिया जा रहा है ।

(ख) और (ग). ये प्रश्न नहीं उठते ।

(घ) जी नहीं ।

(ङ) यह प्रश्न नहीं उठता ।

पटेल आयोग की सिफारिशें

635. श्री सरजू पाण्डेय: क्या योजना मंत्री यह बताने की कृपा करेंगे कि पटेल आयोग की सिफारिशों को गाजीपुर, आजमगढ़, देवरिया और जौनपुर के अतिरिक्त पूर्वी उत्तर प्रदेश के अन्य जिलों में लागू करने के लिये क्या कार्यवाही की जा रही है ?

योजना मंत्री (श्री ब० रा० भगत) : केवल चार जिलों के लिए विशिष्ट सिफारिशें करने के लिए पटेल आयोग की नियुक्ति की गई थी और मंशा यह थी कि ये सिफारिशें उपयुक्त परिवर्तन सहित उत्तर प्रदेश के अन्य पूर्वी जिलों पर भी लागू होंगी ।

Printing work in Government Departments

636. Shrimati Ramdulari Sinha: Will the Minister of **Works and Housing** be pleased to state:

(a) the proportion of increase in the work of printing of Central Government Departments in terms of tons of paper consumed and the number of pages printed during the last three years;

(b) the reasons for such increase;

(c) whether it is a fact that due to increase in work there is delay in timely and prompt publication of Government activities; and

(d) if so, the measures being devised to ensure timely publication of Government reports and other publications?

The Minister of Works and Housing (Shri Mehr Chand Khanna): (a) The following table gives the information asked for:—

	1961-62	1962-63	1963-64
Paper consumed in printing (in Metric Tonnes Approximately)	9,057·4	11,445·9	15,077·9
No. of pages printed (Approximately)	11·16 Lakhs	11·80 lakhs	14·6 lakhs

(These figures relate only to the work done in the Government of India Presses. The printing work done by certain Ministries and Departments (e.g. Defence, Railways, Information and Broadcasting etc.) directly in their own Presses and the jobs farmed out to State Government Presses and private Presses have not been taken into account as the figures are not available.]

(b) Due to the expanding activities of the Ministries and Departments of the Central Government consequent on the launching of development Plans.

(c) The printing work of the Government of India has increased beyond the available capacity of the Government Presses. The work has therefore to be done according to priorities. There is no delay in urgent work. Less urgent or ordinary work is occasionally delayed, as it has to take a lower priority.

(d) Production capacity in the existing Presses is being increased by addition or replacement of machinery, introduction of more working shifts, etc. New Presses are being set up in the Third Plan and still more in the Fourth Plan.

Income Tax arrears in Orissa

667. { Shri Ramachandra Ulaka: Shri Dhuleshwar Meena:

Will the Minister of **Finance** be pleased to state:

(a) the total amount of income-tax arrears realised in Orissa in 1964; and

(b) the amount still outstanding in the State?

The Minister of Finance (Shri T. T. Krishnamachari): (a) A sum of Rs. 32,47 thousands was collected out of arrear demand during the period 1.4.64 to 31.12.1964 in Orissa State.

(b) The effective arrears outstanding in the State as on 31.12.1964 amounted to Rs. 116,28 thousands.

Primary Health Centres in Orissa

638. { Shri Ramachandra Ulaka: Shri Dhuleshwar Meena: Shri Rama Chandra Mallick:

Will the Minister of **Health** be pleased to state:

(a) the number of Primary Health Centres working in Orissa as on the 31st December, 1964; and

(b) the number of such Centres proposed to be opened during 1965-66 and the amount allotted for the purpose during the same period?

The Minister of Health (Dr. Sushila Nayar): (a) 178;

(b) The State Government propose to open 40 Primary Health Centres during 1965-66. The amount required for the purpose has not yet been decided. According to the existing pattern, the establishment of a Primary Health Centres involves Non-recurring expenditure of Rs. 90,000 on buildings and equipment etc. and about Rs. 20,120 per annum on staff and drugs etc.

Rural Housing Schemes in Orissa

639. { Shri Ramachandra Ulaka: Shri Dhuleshwar Meena: Shri Rama Chandra Mallick:

Will the Minister of **Works and Housing** be pleased to state:

(a) the total amount sanctioned to Orissa for rural housing schemes during 1964-65; and

(b) whether the amount was fully utilised by the State?

The Minister of Works and Housing (Shri Mehr Chand Khanna): (a) and (b). The provision made by the Government of Orissa for the Village Housing Projects Scheme in their Budget for the year 1964-65 is Rs. 7·67

lakhs. The amount actually spent by them from April, 1964 to January, 1965 is about Rs. 1·57 lakhs.

बरौनी तापीय बिजली घर

64. **डा० राम मनोहर लोहिया :**
श्री किशन पटनायक :

क्या सिंचाई और विद्युत मंत्री 10 दिसम्बर, 1964 के अतारांकित प्रश्न संख्या 1237 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) बरौनी तापीय बिजली घर के तीसरे एकक के अब तक चालू न किये जाने के क्या कारण हैं ;

(ख) क्या सरकार का विचार इस बिजलीघर को अन्य बिजली घरों से जोड़ने का है ताकि इस का पूरी तरह से उपयोग किया जा सके ; और

(ग) यदि नहीं तो उसके क्या कारण हैं ?

सिंचाई और विद्युत् मंत्री (डा० कु० ल० राव) : (क) विदेशी सम्भरकों द्वारा बिजली सामान के और बिजली तथा नियंत्रण केबलों के कुछ भाग के सम्भरण में देरी करने से बरौनी के 15 मैगावाट क्षमता वाले तीसरे यूनिट को चालू करने में देरी हो गई है। ताकि माल शीघ्र पहुंचे इस के लिए हर प्रयत्न किया जा रहा है ।

(ख) बरौनी बिजली केन्द्र को दक्षिण बिजली प्रणाली के साथ 132 के० वी० पारेषण पथ द्वारा जोकि सुलतानगंज तक होगा जोड़ दिया जाएगा ।

(ग) प्रश्न नहीं उठता ।

राज्यों को दिये गये ऋण

641. **श्री चांडक** : क्या **निर्माण और आवास** मंत्री यह बताने की कृपा करेंगे कि :

(क) जीवन बीमा निगम ने गृह-निर्माण के लिये राज्यों को कितना ऋण दिया तथा प्रत्येक राज्य को ऋण के रूप में कितनी राशि दी गयी ;

(ख) क्या राज्यों ने इन राशियों का पूर्ण उपयोग कर लिया है ; और

(ग) यदि नहीं तो इस के क्या कारण हैं ?

निर्माण और आवास मंत्री (श्री मेहर चन्द खन्ना) : (क) आवश्यक तफसील का विवरण सभा-पटल पर रखा जाता है। **[पुस्तकालय में रखा गया, देखिए संख्या एल० टी० 3917/65]**

(ख) और (ग). राज्य सरकारों से सूचना एकत्रित की जा रही है और जब यह प्राप्त हो जायेगी तो उसे सभा पटल पर रख दिया जायेगा ।

Family Planning in Punjab

642. **Shri Yashpal Singh:** Will the Minister of **Health** be pleased to state:

(a) whether the Ford Foundation has given any offer for taking up intensive family planning programme in selected Districts of Punjab; and

(b) if so, the amount sanctioned for this purpose?

The Minister of Health (Dr Sushila Nayar): (a) The Ford Foundaiton has indicated their readiness to give a grant upto $3 million for supporting Intensive Health Programme including Family Planning Programme in 5 selected districts in different States in the country which includes a district in the Punjab.

(b) The proposal is under consideration.

Japanese Economic Mission

643. **Shri P. R. Chakraverti:**
Shri P. C. Borooah:
Shrimati Savitri Nigam:
Shri Koya:
Shri Maheshwar Naik:
Shrimati Renuka Barkataki:

Will the Minister of **Finance** be pleased to state:

(a) whether a Japanese Economic Mission headed by the President of the Industrial Bank of Japan recently visited New Delhi to explore possibility of increased Japanese participation in economic development schemes under the Fourth Plan; and

(b) if so, the results thereof?

The Minister of Finance (Shri T. T. Krishnamachari): (a) and (b) During their tour of the various countries of South-East Asia an Economic Mission sponsored by the Japan Productivity Centre visited India in February, 1965 and had general discussions with official and non-official organisations on matters concerning Indo-Japanese economic cooperation.

Smuggling at Calcutta

644. Shri Vishwa Nath Pandey: Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that Calcutta Customs officials seized a packet of precious stones valued at about Rs. 50,000 from a passenger plane belonging to the Union of Burma Airways which arrived at Dum Dum from Rangoon on the 1st January, 1965; and

(b) if so, the action taken by Government in the matter?

The Finance Minister (Shri T. T. Krishnamachari): (a) Yes, Sir, except that the value of the precious stones is about Rs. 22,600 and not Rs. 50,000.

(b) The matter is under adjudication with the Customs Authorities at Calcutta.

Cholera in Kerala

645. Shri A. V. Raghavan: Will the Minister of **Health** be pleased to state:

(a) whether Cholera is still raging in many districts of Kerala;

(b) if so, the steps taken to bring the epidemic under control; and

(c) the number of deaths reported so far?

The Minister of Health (Dr. Sushila Nayar): (a) No, Sir.

(b) Does not arise.

(c) Out of 1005 suspected cases of cholera, 130 proved fatal.

Power Generation

646. **Shri Rameshwar Tantia:**
Shri P. C. Borooah:
Shrimati Renuka Barkataki:
Shri Bhagwat Jha Azad:
Shri Yashpal Singh:
Shri Mohammad Elias:
Shri Daji:
Shri Indrajit Gupta:
Shri Ravindra Varma:

Will the Minister of **Irrigation and Power** be pleased to state:

(a) the programme of generation of power system-wise and, statewise, in Fourth Plan; and

(b) the outlines of the requirement of coal grade-wise?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) The Statewise programme of power generation in the Fourth Plan has not yet been finalised.

(b) Does not arise in view of **(a)** above.

एक्स-रे

647. डा० महादेव प्रसाद : क्या स्वास्थ्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान विश्व स्वास्थ्य संगठन द्वारा दी गई इस चेतावनी

की ओर दिलाया गया है कि रोग निदान के लिए एक्स-रे का उपयोग करने से आयनीकारी विकिरण की आशंका रहती है ; और

(ख) यदि हां, तो सरकार की उस पर क्या प्रतिक्रिया है ?

स्वास्थ्य मंत्री (डा० सुशीला नायर) : (क) जी हां ।

(ख) (1) विकीर्ण संकट की संभावना वाली मशीनों को सुरक्षित रखा जाता है ताकि विकिरण बिखर न जाये । राज्य स्वास्थ्य निदेशालयों को एहतियाती संरक्षी उपायों के बारे में आवश्यक अनुदेश जारी किये जा चुके हैं जिनकी एक प्रति संलग्न है । [पुस्तकालय में रखा गया । देखिए संख्या एल० टी० 3918/65] एक्सरे एक्ककों पर काम करते हुये सीसे के परदे सीसे के दस्ताने, सीसे के एप्रन और रेडियो संवेदी बिल्ले जैसे एहतियाती, बरते जाते हैं । रक्त पैदा करने वाले अवयवों को क्षति तो नहीं पहुंच रही है यह देखने के लिये रक्त-परीक्षण भी किये जाते हैं ।

(2) बम्बई का परमाणु ऊर्जा विभाग विश्व स्वास्थ्य संगठन की सहायता से प्रशिक्षण पाठ्य-क्रम चला रहा है ।

Indus Commission

648. Shri Rameshwar Tantia: Will the Minister of **Irrigation and Power** be pleased to state:

(a) whether it is a fact that the Indus Commission recently met in Rawalpindi to review matters relating to the implementation of the Indus Basin Treaty of 1960, and

(b) if so, the subjects discussed?

The Minister of Irrigation and Power (Dr. K. L. Rao): (a) and (b). Yes. The Sixteenth Meeting of the Permanent Indus Commission was held at Rawalpindi from 16th to 22nd February, 1965. The main subjects discussed at this meeting related to the commencement of Phase II of the Transition Period and withdrawal of additional waters by India during the year 1965-66, preparation of Forms of Water-account for Phase II and the Hudiara Drain which crosses from India to Pakistan.

Infantile Mortality

649. Shrimati Maimoona Sultan: Will the Minister of **Health** be pleased to state:

(a) whether it is a fact that incidence of infantile mortality accounts for more than 50 per cent of the country's total mortality; and

(b) if so, whether any scheme has been drawn out to minimise infantile mortality which causes a big drain on the nation's resources?

The Minister of Health (Dr. Sushila Nayar): (a) No. The percentage of infant mortality to total registered deaths during the year 1962 is 19.03 per cent. Computed infant mortality rate in India is 139 per 1,000.

(b) In order to further reduce this human wastage, it is proposed to strengthen the existing special services for mothers and children. In this connection, a statement is given below.

Statement

Expectant and nursing mothers and children are vulnerable sections of the community who have special health needs requiring continuous care and health supervision. It is proposed to strengthen the following existing programmes during the remaining period of the Third Five Year Plan and during the Fourth Five Year Plan:

1. Training of Health Visitors and Dais for strengthening Maternity and Child Health Centres and Primary Health Centres.
2. Registration of trained dais in order to eliminate the practice by untrained dais.
3. Supply of diet supplements like iron and calcium pills to

needy mothers free of cost at the Primary Health Centres.

4. Immunisation against diptheria whooping cough, bronchitis etc. of pre-school children.

5. Examination of blood of pregnant mothers with a view to speedily controlling venereal diseases.

6. Provision of safe, clean, free delivery and continuous health supervision before, during and after the birth through Maternity and Child Health Centres| Primary Health Centres.

7. Provision of about 120 mobile units for emergency maternity services and domiciliary cases. These emergency units will be linked with adequately developed obstetric units.

8. Improvement in and development of paediatric services.

9. Strengthening of the existing Primary Health Centres and increasing the number of maternity beds in each such Centre.

M.Ps' Hostel, New Delhi

650. **Shri Jashvant Mehta:**
Shri C. R. Raja:
Shri Onkar Lal Berwa:

Will the Minister of **Works and Housing** be pleased to state:

(a) the number of flats which have been constructed in the new M.Ps' Hostel, New Delhi;

(b) whether the rent for the said flats has been fixed by Government; and

(c) if so, the details thereof?

The Minister of Works and Housing (Shri Mehr Chand Khanna): (a) 108 single roomed and 36 double roomed flats are under construction.

(b) Not yet.

(c) Does not arise.

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12 hrs.

RE: POINT OF PRIVILEGE

श्री बागड़ी (हिसार) : अध्यक्ष महोदय

अध्यक्ष महोदय : श्री प्रकाश वीर शास्त्री —

श्री बागड़ी : अध्यक्ष महोदय मेरा एक निवेदन है ।

अध्यक्ष महोदय: मैं ने जिसको बुलाया वह बोले और नहीं ?

श्री बागड़ी : मैंने आपके बुलाने से पहले निवेदन किया था ।

अध्यक्ष महोदय : तो आप और मैं एक बराबरी के हैं, अगर आप पहले बुलाएं तो मुझे खामोश रहना होगा ।

श्री बागड़ी : मैं इस नाते से निवेदन कर रहा हूं कि मेरा विशेषाधिकार का एक प्रश्न था और वह सवालों के तुरन्त बाद लिया जाना चाहिए ।

अध्यक्ष महोदय : क्या आपको उस के बारे में इत्तला नहीं मिली ?

श्री बागड़ी : इत्तला तो मिली है । उसी के बारे में मैं अर्ज करना चाहता हूं ।

अध्यक्ष महोदय: इस तरह नहीं । मेरे पास आप तशरीफ लाएं ।

श्री बागड़ी: मैं व्यवस्था का प्रश्न उठाता हूं ।

अध्यक्ष महोदय: इस तरह नहीं ।

श्री बागड़ी : एक मिनट के लिए सुन लीजिए ।

अध्यक्ष महोदय : उसे इस तरह नहीं लिया जा सकता । मुझ से एक दरखास्त की गयी । मैंने उसको नामंजूर कर दिया, अगर आप को उसके बारे में कुछ उज्र है तो मेरे पास आइएगा ।

श्री बागड़ी : मैं आप से कल मिला भी था ।

अध्यक्ष महोदय : आप मिले थे तो मैं ने कहा था कि वह मेरे पास आ रहा है उस वक्त तक मेरे पास आया नहीं था । मैं ने उसे उसी वक्त मंगवा लिया और यह निर्णय दिया कि उसमें कोई विशेषाधिकार का सवाल नहीं था । अब आपको उसकी इत्तला मिल गयी है, अगर आपको कोई एतराज है तो आप मुझ से मिल सकते हैं और अगर आप मेरे पास नहीं आना चाहते तो लिख कर दे सकते हैं मैं उस पर विचार कर लूंगा । लेकिन उसको इस तरह से यहां नहीं उठाया जा सकता ।

श्री बागड़ी : मेरा व्यवस्था का प्रश्न भी है ।

अध्यक्ष महोदय : इस बारे में व्यवस्था का क्या प्रश्न हो सकता है । आपने एक नोटिस दिया और मैं ने उसको नामंजूर किया ।

डा० राम मनोहर लोहिया (फर्रुखाबाद) इस प्रश्न के साथ बहुत सी ऐसी बातें जुड़ी हुई हैं कि अगर नियम के अनुसार उन को यहां उठाने का मौका नहीं दिया जाता तो मामला बहुत कुछ बिगड़ सकता है । मैं सिर्फ एक बात आपकी सेवा में अर्ज कर दूं । हमारे बारे में यह गलतफहमी फैलायी जा रही है कि हम हिन्दुस्तान के प्रधान मंत्री का अंग्रेजी में बोलना छुड़ाना चाहते हैं । यह बात बिल्कुल गलत है । हम सिर्फ यह चाहते हैं कि हिन्दुस्तान का वह प्रधान मंत्री जिस की मातृ भाषा हिन्दी है उसे यहां अंग्रेजी हरगिज न बोलने दी जाए । अब वह बात हो चुकी । प्रधान मंत्री साहब ने अपना बयान दे दिया । अखबारों ने उसे गलत छापा है ।

अध्यक्ष महोदय : मैं ने बागड़ी साहब को बन्द किया तो इस मामले को डाक्टर साहब ने उठा दिया । यह मुनासिब नहीं है ।

डा० राम मनोहर लोहिया : जब एक चीज सदन के सामने आ चुकी है तो मुझे इसे नियम 224 में इसे उठाने दिया जाए ।

अध्यक्ष महोदय : इसके बारे में मुझे कोई नोटिस नहीं दिया गया ।

श्री बागड़ी : एक चीज सदन के सामने आचुकी है ।

अध्यक्ष महोदय : ऐसा नहीं है । श्री प्रकाशवीर शास्त्री ।

12.03 hrs.

RE: CALLING ATTENTION NOTICE (*Query*)

श्री प्रकाशवीर शास्त्री (बिजनौर) : इस सदन की यह परम्परा रही है कि यदि केन्द्रीय सरकार के विजिलेंस विभाग या इंटेलीजेंस विभाग का सम्बन्ध किसी प्रश्न से रहा हो तो उसको सदन में उठाया जा सकता है । संसद् के लगभग बीस सदस्यों ने आपकी सेवा में एक ध्यानाकर्षण प्रस्ताव इस तरह का भेजा था कि सरदार प्रताप सिंह कैरों की हत्या के बारे में केन्द्रीय सरकार के किसी विभाग के द्वारा जांच करायी गयी है, अगर करायी गयी है तो उसका क्या परिणाम आया है—

अध्यक्ष महोदय : उन्होंने लिखा था कि वह क्वेस्चन अवर के बारे में कोई बात उठाना चाहते हैं । मैं ने उसकी आज्ञा दी । अगर आप क्वेस्चन अवर के बारे में कुछ कहना चाहते हैं कि उसको किस तरह से किया जाए या उसमें क्या तबदीली की जाए तो कह सकते हैं ।

श्री प्रकाशवीर शास्त्री : मैं ने यह लिख कर दिया था कि मैं इस बारे में आप की व्यवस्था चाहता हूं—

अध्यक्ष महोदय : हो सकता है कि जो तरजुमा मुझे दिया गया गलत हो । मैं इसको फिर देख लेता हूं ।

श्री बागड़ी (हिसार) : जो बात आप के सामने है उसका जवाब तो दें ।

अध्यक्ष महोदय : नहीं साहब ।

12.04 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

PROPOSED RETRENCHMENT OF ABOUT 3000 WORKERS IN EME WORKSHOPS

Shri S. M. Banerjee (Kanpur): Sir, I call the attention of the Minister of Defence to the following matter of urgent public importance and I request that he may make a statement thereon:—

The proposed retrenchment of about 3000 workers in EME workshops.

The Deputy Minister in the Ministry of Defence (Dr. D. S. Raju): Mr. Speaker, Sir. During the period of emergency, to cope with the increased repair load in the E.M.E. Workshops, about 2600 employees were recruited till May 1963. Thereafter, due to suspension of repairs of pre-1948 vehicles of certain types and the subsequent decision to dispose of some of them, nearly 2400 employees have been found to be surplus to the requirements of these Workshops. Out of them, nearly 1900 are technical hands who are mostly Vehicle Mechanics & Electricians, while the rest belong to allied trades like Fitters, Turners, Blacksmiths etc. Efforts have been and are being made for the absorption of the unskilled employees in the Defence Installations, on an All-India basis, and only when no alternative work can be found for them they have been or are being retrenched. The skilled and semi-skilled employees are being adjusted by a Central Agency against equivalent or lower appointments which may be available within the Defence Organisation. Efforts are also being made to transfer those who are willing to serve in the Field & Base Workshops under the Border Roads Development Board. There is little possibility of the absorption of these surplus technical hands under other employing Ministries of the Central Government as they have adequate staff in the surplus categories for manning vehicles under their control. The question of requesting the State Governments to examine whether they can absorb these surplus employees in their Transport Departments is also being considered.

2. A study team has gone into the assessment of workload and capacity in these Workshops with a view to reorganising them in the light of current and future proposed vehicles repair and discard policy. The report of the study team which has recently been submitted to Government is under examination.

3. To minimise the hardship due to retrenchment, all fresh recruitment to the trades in which there are surpluses have been stopped in the Defence Installations.

Shri S. M. Banerjee: It appears from the statement of the hon. Minister that all the fighting vehicles which were in the possession of the Defence Ministry up to 1948 have been declared unserviceable. I want to know what is the total number of those vehicles and whether they cannot be salvaged properly and repaired. I also want to know what is the total number of employees who are likely to be retrenched after 31st March, 1965.

Dr. D. S. Raju: The total number of vehicles which are likely to be disposed is between 12000 and 15000 every year.

Shri S. M. Banerjee: Sir, my question has not been answered. The EME Workshops were repairing various types of vehicles for which people were recruited. Do I take it that all those vehicles have been disposed of through auction to contractors and not utilised in the larger interest of our country when we are short of vehicles?

The Minister of Defence (Shri Y. B. Chavan): This question about the

policy of discarding vehicles was taken into account and we found that the older policy of maintaining the vehicles till they became unserviceable was detrimental to the operational efficiency that is expected of the army and, also, it was uneconomical because for that purpose we had to maintain a large reserve of spares which also became rather a difficult matter. So we decided on a policy which is like this. Under the new policy the vehicles will be in use for the following periods and mileages before they become due for discard:

3-ton general service vehicles—either a life of 7 years or a total mileage of 35,000.

1-ton vehicles—either a life of 7 years or a total mileage of 35,000.

Jeeps—life of 5 years or a total mileage of 30,000.

Motor-cycles—either a life of 5 years or a total mileage of 15,000.

After this period or total mileage it is decided to discard these vehicles so that they will be certainly useful for service purposes and at the same time we will be able to take in good vehicles which will be good for operational purposes.

Shri S. M. Banerjee: My point was this. I want to know whether these vehicles would be repaired. My information is, from the Cheoki Depot. . . .

Mr. Speaker: He has answered it, that because of a fear that it might effect operational efficiency it was decided that they must be discarded.

Shri S. M. Banerjee: I have followed the answer. My submission was only this that the number of vehicles which had been disposed of recently are being used and sold at Rs. 7,000 or Rs. 5,000 for a jeep. I hope, the Defence Minister knows it. This is a scandalous affair that is going on. Without imputing any motive as to the integrity of the hon. Minister, may I request him just to appoint a commission to go into these details and see whether these jeeps are really unserviceable or are declared unserviceable to suit the convenience of certain contractors and private trade . . . (*Interruption*).

Mr. Speaker: Order, order. Sardar Buta Singh.

श्री बूटा सिंह (मोगा) : यह जो वर्कर्स निकाले गये हैं उन की संख्या बहुत बड़ी है तो क्या सरकार उन का कुछ रेकार्ड अपने पास रक्खेगी ताकि जब भी मौका मिले उनको वापिस काम पर बुला कर लगाया जा सके?

श्री यशवन्तराव चव्हाण: मैं ने बतलाया तो कि इन में अनस्किल्ड लेबर में 180 लोगों को निकालने की बात थी बाकी ज्यादा लोगों को तो निकाला है नहीं और कोशिश यही हो रही है कि जो निकाले भी गये हैं या निकाले जा रहे हैं उनको हम किसी दूसरे काम पर लगा लें ।

श्री हुकम चन्द कछवाय (देवास) : मैं यह जानना चाहता हूं कि महाराष्ट्र में पूना के पास देवघर में जितने डिपोज हैं उन में जो वाहन रक्खे थे वह खुले मैदान में रक्खे थे, उन के ऊपर कोई छत नहीं थी ? दूसरे इन कर्मचारियों को जब रक्खा था तो क्या उन के साथ कोई ऐसा एग्रीमैंट किया गया था कि हम इतने दिन के बाद तुम को हटा देंगे ?

श्री यशवन्तराव चव्हाण: मुझे पता नहीं कि यह वहां पर कितने थे इस वक्त मेरे पास यह इत्तिला नहीं है ।

श्री हुकम चन्द कछवाय: इन कर्मचारियों को जब भर्ती किया गया था तो क्या इनके साथ कोई इस तरह का एग्रीमैंट किया गया था कि कि इतने दिनों के बाद उनको हटा दिया जायगा ?

अध्यक्ष महोदय : यह तो कभी नहीं होता कि इतने दिन के बाद हटाया जायगा अलबत्ता यह तो एग्रीमैंट हो सकता है कि उन्हें इतने दिन तक रक्खा जायगा ।

श्री हुकम चन्द कछवाय : मंत्री महोदय ने मेरे इस सवाल का कोईउ त्तर नहीं दिया कि कोई एग्रीमैंट हुआ था या नहीं ?

Mr. Speaker: Any other signatory?

Shri Priya Gupta *rose*—

अध्यक्ष महोदय: कौलिंग अटेंशन नोटिस पर जिनके दस्तखत होते हैं सिर्फ उन्हीं माननीय सदस्यों को बुलाया जाता है ।

Shri Priya Gupta (Katihar): It is a fundamentally important point.

मेरा एक छोटा सा प्वाएंट है । I will submit it in one minute.

श्री हुकम चन्द कछवाय : अध्यक्ष महोदय, मैं ने मंत्री जी से पूछा था कि जिन कर्मचारियों को रक्खा गया था तो उस समय क्या उनसे कोई ऐसा एग्रीमैंट लिखवा लिया गया था कि इतने दिन तक उन से हम काम लेंगे? ऐसा कोई एग्रीमैंट लिखवाया था यह मैं जानना चाहता हूं ?

Mr. Speaker: Was there an agreement to keep these workers for any specified period?

Shri Y. B. Chavan: There was no question of any agreement as such.

Mr. Speaker: Papers to be laid on the Table.

Shri Priya Gupta: Could I ask for one clarification regarding the financial implication and economy?

अध्यक्ष महोदय : माननीय सदस्य को शायद पता नहीं है क्योंकि वे बहुत देर हाउस से गैरहाजिर रहे हैं । हाउस का फैसला इस बारे में है ।

श्री प्रिय गुप्त : इतने दिनों जो मैं गैरहाजिर रहा वह सिर्फ इसलिए था कि आन्दोलन में हमारी सरकार ने मुझे गिरफ्तार कर के जेल में रक्खा हुआ था ।

अध्यक्ष महोदय : अब वह तो आपके और सरकार के बीच की बात है उसमें मेरा क्या कसूर है ?

12.13 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATIONS UNDER THE CUSTOMS ACT AND THE CENTRAL EXCISE AND SALT ACT

The Deputy Minister in the Ministry of Finance (Shri Rameshwar Sahu): Sir, I beg to lay on the Table—

(1) a copy each of the following Notifications under section 159 of the Customs Act, 1962:—

(i) G.S.R. 223 dated the 13th February, 1965.

(ii) G.S.R. 224 dated the 13th February, 1965.

(iii) G.S.R. 252 dated the 20th February, 1965.

[*Placed in Library. See* No. LT-3909/65].

(2) a copy each of the following Notifications under section 159 of the Customs Act, 1962 and section 38 of the Central Excises and Salt Act, 1944, making certain further amendments to the customs and Central Excise Duties Export Drawback (General) Rules, 1960:—

(i) G.S.R. 225 dated the 13th February, 1965.

(ii) G.S.R. 226 dated the 13th February, 1965.

(iii) G.S.R. 248 dated the 20th February, 1965.

[*Placed in Library. See* No. LT-3910/65].

12.13½ hrs.

APPROPRIATION BILL, 1965

The Minister of Planning (Shri B. R. Bhagat): Sir, on behalf of Shri T. T. Krishnamachari, I beg to move*:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1964-65, be taken into consideration."

Mr. Speaker: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1964-65, be taken into consideration."

The motion was adopted.

Mr. Speaker: The question is:

"That clauses 1 to 3, the Schedule, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

Clauses 1 to 3, the Schedule, the Enacting Formula and the Title were added to the Bill.

Shri B. R. Bhagat: Sir, I beg to move:

"That the Bill be passed."

Mr. Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

12.14 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—*contd.*

Mr. Speaker: The House will now proceed with the general discussion on the Budget (Railway) for 1965-66. Dr. Chandrabhan Singh.

Dr. Chandrabhan Singh (Bilaspur): Mr. Speaker, Sir, while adding my feeble voice to the encomiums showered on the redoubtable Railway Minister and his able deputy, I make the following observations. I am reminded of my attempt to join the Railway Medical Service in 1932. Fortunately, I was not selected at that time. I am going back to these 35 years to illustrate how the medical services in the Railways have expanded. They were the days of company-managed railways when, firstly, the Civil Surgeon used to be the medical officer to cater for the first-aid and treatment in cases of accidents and illness; secondly, in each zone there used to be a Chief Medical Officer, a Divisional Medical Officer and a few sub-assistant surgeons with one or two licentiate diplomaholders. Later on divisional headquarters with hospitals of 25 to 30 beds were started. The Divisional Medical Officer used to be assisted by one assistant surgeon Grade I and one or two sub-assistant surgeons Grade II. In 1952 the grouping of the railways was started and nationalisation took place when in each zone there used to be a Chief Medical Officer with a Divisional Headquarters hospital with 25 to 60 beds, an assistant surgeon Grade I and two sub-assistant surgeons grade II. Our present Prime Minister, Shri Lal Bahadur Shastri, during his tenure as Railway Minister upgraded 90 per cent of the assistant surgeons Grade II to assistant surgeons Grade I. That was in 1960. Finally the second grade was completely abolished.

A number of medical graduates started joining the Railways and the Railways got another pattern. Those who joined the Railway Medical Service started leaving it because their posts were of non-attractive status and there was lack of avenues of promotion. In 1961 Shri Jagjivan Ram when he was the Railway Minister upgraded the low pay-scales from

*Moved with the recommendation of the President.

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Rs. 150—10—300 for grade II and Rs. 260—15—500 for grade I to Rs. 335 to Rs. 650. In 1962 a few posts of Assistant Medical Officer with Class II status were created. Most of these were of specialists and two or three in the general cadre in each Division. Private practice was stopped in March 1960 and the restricted non-practising allowance of Rs. 75 in 1960 was raised to Rs. 125 in 1964. After five years' service some of these honorary officers were promoted to gazetted rank but the pay scale and status remained the same. The present status of assistant surgeons is non-gazetted Class III. I want to impress this at the moment that they are non-gazetted Class III and Class IV employees. dressers, nurses, clerks and khalasis. Socially these medical officers are in Class III and Class IV and as such they are not allowed in the so-called Railway Officers' Rest Houses. They have to stay in the rest houses for Class III and Class IV employees, One set of pass is granted to people up to five years' service.

The assistant surgeons in the Railways after three years' service and after being confirmed are eligible for next promotion. This is another important point that I want to stress. In 1964, 166 assistant surgeons were called for interview and please note that only eight were selected. Out of these eight only five have been appointed. Only eight were selected and only five have been appointed. At the moment assistant surgeons number 1,400 and second grade assistant medical officers in the general cadre are 81. The promotion of assistant surgeons numbering 1,400 to the post of assistant medical officers numbering 81 comes to the proportion of 6·7 per cent. That means, only 6/7 per cent of them can be promoted to the Class II post and 93·3 per cent will remain and retire as assistant surgeons Grade III.

We may compare the Railway Medical Service to other medical services. For example, in the Central Health Service we have got five categories, namely, Category A (Rs. 1,600 to Rs. 2,000), Category B (Rs. 1,300 to Rs. 1,600), Category C (Rs. 675 to Rs. 1,300), Category D (Rs. 425 to Rs. 900) and Category E. Rs. 325 to Rs. 800). All these are gazetted ranks and they are provided with better amenities, 25 per cent non-practising allowance etc. In the Defence Medical Service, that is in the Indian Army Medical Corps, every doctor is a gazetted officer. He starts on Rs. 450 and goes up to Rs. 1,300. After six months of lieutenantship he is promoted as Captain. In the States of Uttar Pradesh, Rajasthan, Punjab and Bengal the pay scales of all these are better than in the Railway Medical Service. Not only this, that they are allowed private practice and if they have post-graduate qualifications, they get Rs. 100 for a degree and Rs. 50 for a diploma. They also get a free house if they are in a district headquarters. In the Railways the present position is that there are nine CMOs of Class I status, 51 DMOs of Class I status, 81 assistant medical officers of Class II status—it is Class II now—and 1,400 assistant surgeons Grade I with Class III status.

Now, I want to compare the Railway Service with the Engineering Service. The Chief Engineer (Civil)— 9 posts, Class I, Dy. Chief Engineers——12, Class I; District Engineers—309, Class I; Assistant Engineers—288, Class II. All these are Class I and Class II officers. There is not even one in Class III.

If you take into account the Accounts Service, there also all the posts of the Accounts Officers, the Chief Accountants, the Assistant Accountants and others are in Class I Service. There is not even one in Class II Service.

Coming to the post of Chief Medical Officer, Mr. Speaker, Sir, the other

day I met a colleague of mine who is a Divisional Medical Officer, a brilliant medical graduate with post-graduate degree in this country and he is also a foreign returned high degree holder. I asked him, "What are you doing now?" and he replied, "I am going to do a diploma course in Public Health." I said, "What is wrong with you? You are doing Publi Health diploma now, after all the specialisation?" He said, "Doctor Sahib, I must have a diploma or its equivalent to become the C.M.O. as this is the rule." This is a very important point, Sir. To become eligible for the post of C.M.O., one must have a diploma in Public Health. This was the most sensational news to me. I could not believe him at first but it suddenly dawned on me that this relic of our British slavery still persists. Most of the Members of the Railway Board—I do not know any of them and I have all respect for them—are senior officers about to retire with old tradition in their disciplined mind, confined in a grove like a कूपमंडूक who cannot see the sunshine of Independence and the changing conditions all over the world.

Sir, I know the argument. The C.M.O. has to advise on sanitation, epidemics and their prevention and on other public health aspects. What a shallow argument? As if these things are not known to an average medical graduate, as if these things cannot be mastered in a few weeks by any average graduate? May I suggest that at the most he can be sent on a special course of 3 months to any post-graduate institutte on Hygiene and Public Health in the country? May I appeal, through you, to the Railway Minister who is a strong man and one of our pillars to give his anxious thought to it, and also to the Prime Minister who during his stewardship of the Railways, could convert 90 per cent of the Grade II posts to Grade I, then certainly all the Railway Assistant Surgeons can be raised to Class II with immediate effect. Secondly, the rule for C.M.O. to have a Public Health degree or diploma must be removed and instead a training or a refresher course for 3 months could be substituted.

I am reminded of another anomally not directly connected with the Railways which is producing a very pernicious effect in our institutions on science, research, academics and national laboratories. With your permission, Sir, and indulgence of this House and the hon. Railway Minister, I want to point out the brilliant example of Mr. Suri, an Engineer and a scientist who is well known to us all and the world. What is his future? Or, for the matter of that, what is the future of any brilliant research worker or scientist? He has to be under an Administrator who in common parlance is known by the name of Director. Now, this Director or Chairman or call him by any name you like, has better facilities and amenities and authority and naturally every one aspires for the post of this administrator in preference to his or her first love that is science which is divorced. The ladder to this elevation is beset with many pitfalls and ultimately results in loss to research. Is it not possible that the respect, the amenities and facilities for a top scientist should be as much, if not more, as that of a Director? So many top scholars, scientists, research workers come to me about this, that is, their elevation to the post of Directorship and it is the wily one, the wire-puller, who gets the better deal over the real man. It is the clever fellow who gets it. A lot of wire-pulling goes on and the best ones do not get it. I can cite so many examples of our top scientists working as administrators just because it offers them better amenities in every way. I would appeal to all the Ministries to have a second thought on this point and look into this matter which is a very important matter.

Last year, I had written a letter to the Railway Minister for considering the question of the completion of the railway line between Bliaspur (South-Eastern Railway) and Mandla in Madhya Pradesh. The survey and

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the earthwork were done long ago but the scheme seems to be lying in hibernation for the last so many years. This is a rich forest area with great mineral resources like dolomite, coal, iron ore, mica, bauxite and the wealth of forests like lac, timber, bamboo, resins and catechu. I think that it is sheer inanition and lack of interest which is holding up this project. I might point out that there is no railway nearby for hundreds of miles except the one Bilaspur-Katni link on one side only. I think that this must be examined and taken up in the Fourth Plan.

Another important section is in the Bastar district of Madhya Pradesh, an area richest in iron ore but with complete absence of any means of transport for hundreds of miles around, I am referring to the Bailadilla and Rajahara sections. May I plead with you that this section will be a great boon to the Adibasis there, to the district from the point of view of development, and to the State and the country from the point of view of much better utilisation of the immense reserves of high grade iron ore at Bailadilla? To my way of thinking, it will be much cheaper to produce steel and transport it than to transport ore to a distant place for production of steel. I shall be grateful if the highest priority could be given to this line.

Now, I would like to say a word about the train on the Drug—Raipur (Villai)—Bilaspur—Katni—Allahabad —Tundla—Agra—Delhi section. With your permission, may I draw the attention of the Railway Minister to the sorry state of travelling by rail from Drug and Raipur in Madhya Pradesh to Delhi *via* Bilaspur, Katni, Allahabad, Kanpur, Tundla and Agra? It is a dismal state of affairs which is prevailing, and in my own experience, I can say that the public has suffered from this for the last 47 years. It involves three changes if not four; it takes 36 hours if not 48 hours to cover a distance of 725 miles. I know that the hon. Ministers do not travel by these trains....

The Minister of State in the Ministry of Railways (Dr. Ram Subhag Singh): That is wrong. Let not my hon. friend make incorrect statements.

Dr. Chandrabhan Singh: I also know that these are minor matters from their point of view. I know that efforts have been made occasionally to attach a third class carriage from Bilaspur to Allahabad. But the wailing of the public has not found a gentle note in the eardrums of the hon. Ministers. I am further told that the real culprits are the Central Railway connecting the Katni-Allahabad section. The Central Railway, I am reminded, still carries the hallmark and tradition of the old GIP Railway with Victoria Terminus and its regal paraphernalia.

I am told that the Railway Ministry is starting more than 100 new trains from the 1st of April. May I plead in all humility and gentleness that one of these trains must be a train covering the route that I have mentioned a little while ago? I need not detail the woeful story that I, along with other Members of Parliament and public covering a vast area and more than 50 million people in Orissa, Mahakhosal and Vindhya Pradesh, are experiencing. I would simply say that it is just awful. As regards the slow motion of the trains, frequent changes, more time taken and the poor amenities for meals etc., the less said the better. I hope that this voice of mine will be heard and a new train would be started.

I do not want to repeat the sad story of over-crowding in third class, poor amenities on the wayside stations and the inconvenience to the travelling public due to the absence of overbridges on subways at important crossings and busy thoroughfares all over the country. I hope that this matter will be looked into by the Railway Minister.

The other day, I heard the hon. Minister's desire to have one or two medical colleges for the dependents of the railway employees. I can understand this desire, because the railways have plenty of money. I have also heard about a similar thing, in the case of the Employees' State Insurance Corporation. The Iron and Steel Ministry is also indulging in the pleasure of starting medical colleges. The desire is to meet two fundamental demands, namely to recruit graduates to man the services and to help the sons and daughters of the railway employees to get medical education.

In the Fourth Plan, we are planning to have 20 new medical colleges in the country. May I plead with you and others that the purpose can be served in two ways? Firstly, we can give scholarships to the students from the first year on condition that they will join the service after graduation. The Central Government has got a quota for admission in medical colleges. This quota can be increased for the Central Services and Centrally administered areas, which will meet the basic requirements and right demand of the party concerned.

I hope the Minister will consider the points brought out by me and help the cause I have advocated. I support the Demands.

Mr. Speaker: Shri U. M. Trivedi.

Members should pay some heed while I ring the bell. I have no fondness for playing the bell.

श्री उ० मू० त्रिवेदी (मंदसौर) : अध्यक्ष महोदय, पिछले तेरह सालों से इस रेल विभाग में अलग अलग मिनिस्टर आते रहे हैं। हमारे प्रधान मन्त्री जब रेल मन्त्री थे तब उनके सहज स्वभाव को देखते हुए मन में यह आता था कि ऐसे सज्जन आदमी के साथ गाली गलौज के साथ बात नहीं की जानी चाहिये। उसके बाद ऐसे मिनिस्टर आये जो बड़े मीठे बोलते थे और उसकी वजह से उन्हें कुछ भी कहने में रुकावट होती थी।

अध्यक्ष महोदय : अब आजादी है ?

श्री उ० मू० त्रिवेदी : अब एक ऐसे बहादुर आदमी हमारे यहां मिस्टिर होकर आये हैं कि गाली देना जरा मुश्किल मालूम पड़ता है।

लेकिन इसका मतलब यह नहीं हो सकता है कि रेलवे का एडमिनिस्ट्रेशन बड़ा अच्छा हो गया है। मैं देख रहा हूं कि दिनों दिन रेल विभाग में, रेलवे बोर्ड के जो बड़े बड़े अफसर हैं उनकी इतनी चलती चली जा रही है कि मन्त्रियों से वे बगैर कोई चीज उनको दिखाये, दस्तखत करवा लेते हैं। काम का बोझ तो उन पर रहता ही है और ब्यरोक्रेसी भी बढ़ गई है और मिनिस्टर आखिर काम करें तो कितना करें। ग्यारह बारह लाख आदमियों पर काबू रखना, उनकी व्यवस्था करना और हजारों मील लम्बी रेल लाइनों का संचालन करना एक आदमी के बस की बात नहीं है। इसलिए हमारे बोर्ड में बड़े प्रामाणिक आदमियों का होना बड़ा जरूरी है। रेल मन्त्री जो अब हैं उनको कोसने से पहले भी विचारवान आदमी के वास्ते यह सोचना जरूरी हो जाता है कि सचमुच इस आदमी की गलती हम निकाल सकते हैं या नहीं निकाल सकते हैं। निश्चय ही वह बहुत भले हैं, बहुत अच्छे हैं, मीठी बातें भी करते हैं लेकिन वह भी करेंगे वही जो रेलवे बोर्ड के अफसर कहेंगे, जो रेलवे बोर्ड के अफसर करते हैं, सो। लेकिन मेरा उनसे यह निवेदन है और उनके सामने मैं यह सुझाव पेश करना चाहता हूं कि चाहे नौकरी पेशा आदमी इसमें आते हों, लेकिन फिर भी उनको ऐसी व्यवस्था अवश्य करनी चाहिये कि दो चार आदमी ऐसे डाल दिये जायें जिन्होंने इस देश की एडिमनिस्ट्रेशन को देखा हो और एक बड़ी शक्ति उन में आ गई हो, बड़े ही व्यवस्थित ढंग से उन्होंने अच्छे काम को चलाया हो। इस तरह के दो चार आदमियों को रेलवे बोर्ड में डालना बहुत जरूरी मालम देता है।

[श्री उ० मू० त्रिवेदी]

रेलवे बोर्ड के जो आदमी होते हैं उनको चार पांच हजार रुपया महीना वेतन मिलता है और उनको यह मालूम होता है कि दस हजार बारह हजार उनको कोई देने वाला नहीं है इस वास्ते वे सेठ लोगों आदि की खुशामदें करने लगजाते हैं, उनको खुश करने लग जाते हैं । हमारे रेल मन्त्री भी सोचते हैं कि बड़ी अच्छी बात है उनकी भी कद्र हो गई है । इस लिए वे उनकी बातों के बहाव में आ जाते हैं और कई ऐसे काम हो जाते हैं जिसकी वजह से हमारे देश को नुकसान होता है । पिछली बार जब रेलवे बजट आया तो मैंने यह बात कही थी और अब दूसरी बार मैं स्लीपर्ज की बात कह रहा हूं । श्री दासप्पा साहब ने यह कोशिश की थी कि 23, 25 या 28 रुपये वाला स्लीपर न खरीदा जाए और मैंने उनसे एक आदमी को मिला दिया था जो कि 6 रुपये या 9 रुपये या 10 रुपये में स्लीपर देने को तैयार था । लेकिन रेलवे बोर्ड ने ऐसा गुल खिलाया और कहा कि हम कैसे इन को ले सकते हैं, हमारे पर तो इलजाम आ जाएगा, आप ऐसा करो कि वर्ल्ड टेंडर मंगाओ, टेंडर काल करो । गलोवल टेंडर काल किये गये और बाद में भगवान् जाने क्या हुआ, वे आये या नहीं आये या कब आयेंगे । भगवान् के आसरे सब चीज को छोड़ दिया गया । हमको स्लीपरों की आज जरूरत है और मिलते भी हैं लेकिन हम लेने के लिए तैयार नहीं होते हैं और गलोवल टेंडर काल करने लग जाते हैं ।

जहां तक नौकरियों का सम्बन्ध है क्लास तीन को हमने इस तरह से रिंग डाला है कि कुछ कहने की बात नहीं । क्लास फोर की फिर भी सुनवाई हो जाती है क्योंकि उनको नौकरी की परवाह नहीं होती है और वे मरने मारने के लिए तैयार हो जाते हैं लेकिन क्लास तीन की हालत बहुत खराब है । एक वह होता है, उसकी बीवी होती है और दो तीन बच्चे होते हैं और वैसे ही वह पिसा रहता है और इधर हम उसको और भी पीस देते हैं । एक कदम आगे बढ़ कर हमने पेमेंट आफ वेजिज एक्ट में एक ऐसा अमेंडमेंट कर दिया है, उसमें सैक्शंज एम० एन्ड ओ० ऐसे डाल दिये हैं कि उसके हाथ में एक नोट गलत आ जाए सौ रुपये का, कोई लुच्चा बदमाश गलत नोट उसको दे जाये तो इस कानून की रु से ऐसा होगा कि वह रुपया उससे वसूल होगा । आप देखें कि सौ रुपये का अगर नोट है तो उसको मिलते तो सिर्फ 110 रुपये हैं तो 110 में से सौ रुपये काट कर उसको दस रुपये तनख्वाह मिल जायेगी । अब वह दस रुपये से क्या कर सकता है इसका अन्दाजा आप लगा सकते हैं क्यों इस तरह का कानून बना दिया जाता है, समझ में नहीं आता है । कानून बनाने वाला अगर कोई और होता तब भी बात थी लेकिन लेबर मिनिस्टर इस कानून को बनाने वाले थे, उनको भी झेंप नहीं आई ऐसा कानून बनाते वक्त....

अध्यक्ष महोदय: जब कानून बन जाये, तो क्या....

श्री उ० मू० त्रिवेदी: तभी मैंने कहा था और आज फिर मैं दोहरा रहा हूं ताकि सुधार हो सके ...

अध्यक्ष महोदय : उस वक्त तो कहा था यह ठीक है, लेकिन अब तो जिम्मेदारी....

श्री उ० मू० त्रिवेदी : मेरी प्रार्थना है कि ऐसे कानून जो बने हैं उन पर हमारे रेलवे मिनिस्टर फिर से विचार करें, इस प्राविजन को रिपील किया जाए....

अध्यक्ष महोदय : जब कोई कानून बन जाता है तो जिम्मेदारी पार्लियामेंट की हो जाती है । जब यह पास कर देती है फिर किसी को....

श्री उ० मू० त्रिवेदी : पार्लियामेंट तो करती है और आप और मैं भी उस में शामिल हैं । लेकिन मुश्किल यह है कि आखिरकार करेंगे तो वे ही । मेरे करने से तो कुछ होगा

नहीं । मैं तो उन से दरख्वास्त ही कर सकता हू ।

एक कानून बना कर हमने सारे हिन्दुस्तान में लागू किया कि रिटायरमेंट की एज 55 न हो कर 58 होगी । लेकिन रेलवे बोर्ड ने उस में एक नुक्ता और लगा दिया है कि अगर वह एफिशेंट मालूम पड़े तो उसको 58 तक वह ले जा सकता है । अगर अफसरों को मालूम पड़े कि वह ठीक है तब वे उसको 58 साल तक ले जा सकते हैं । यह कौन सा तरीका हुआ, क्या मैं जान सकता हूं ? जब हर आदमी के लिए 55 से इस एज को बढ़ा कर 58 कर दिया गया है तो इनके कैस में यह रुकावट क्यों डाली जाती है ? इससे तो रिश्वतखोरी ही बढ़ती है । गरीब आदमी क्या असर डाल सकता है । वह 55 पर जब पहुंच जाता है तो कुछ कमजोर दिल का भी हो जाता है और लड़ाई करने पर वह उतारू नहीं हो सकता है । इसलिए वह पैसा दे देता है और पैसे के बल पर ही 58 तक जाने की आशा करता है । इससे रिश्वतखोरी बढ़ रही है । कानून ऐसा बनना चाहिए कि जो सब पर समान रूप से लागू हो या तो किसी को भी 55 के बाद न रखा जाए और अगर रखा जाना है तो सब को रखा जाए । किसी को रखा जाए, किसी को न रखा जाए, यह तो ठीक नहीं है । डिसक्रीशनरी पावर्ज किसी के हाथ में जब दे दी जाती हैं तो उनका दुरुपयोग भी होता है । इससे लोगों को तकलीफ होती है । छोट कर्मचारियों को तकलीफ होती है । यह नहीं होना चाहिए ।

बहुत सालों से मैं चिल्ला रहा हूं कि हमारे यहां जो इनक्वायरी का तरीका है उसका सिस्टम कुछ ऐसा होना चाहिये जैसा कि फ्रांस में एडमिनिस्ट्रेटिवव ड्रायट चल रहा है । इस सिस्टम में यह होता है कि एक आदमी जिस क शिकायत करता है वही उसकी इनक्वायरी नहीं करता है, उसकी इनक्वा री एक स्वतंत्र ट्रिब्यूनल के द्वारा होती है । यहां भी एक स्वतंत्र ट्रिब्यूनल होना चाहिये ताकि यह समझ में आये कि वाकई कोई आदमी गलती पर है या नहीं । लेकिन यहां पर तो ऐसा होता है कि जिस के द्वारा खिलाफ शिकायत की जाती है, वही इन्क्वायरी करने वाला होता है, वही जज होता है, वही इंसाफ करने वाला होता है, यह कहां का तरीका है । इस तरह से कैसे न्याय हो सकता है । ऐसी बात नहीं होनी चाहिए । बहुत अर्से से मैं इस चीज को कह रहा हूं लेकिन एडमिनिस्ट्रेशन के कानों पर जू नहीं रेंगी है । न सरकार ने आंख खोली है और न ही रेलवे बोर्ड ने । This is entirely against principles of justice.

अब जो सुझाव रेल कर्मचारियों द्वारा दिये जाते हैं, उनके सम्बन्ध में मैं कुछ कहना चाहता हूं । रेलवे के जो अफसर हैं ये नीचे से ऊपर चढ़े हुए हैं क्लास तीन से ऊपर गये हैं और ये समझते हैं कि जब तक क्लास 3 को जिससे वे ऊपर चढ़े हुए हैं दबाया न जाए तब तक व चल ही नहीं सकते हैं । एक कहावत है कि जो आदमी जितना बराबर पढ़ा होता है ऊपर से ऊपर पहुंच जाता है, पिनेकल पर पहुंच जाता है वह यही चाहता है कि नीचे वाला दबा रहे तो वह ऊंचा बना रहेगा । वह इसी कोशिश में लगा रहता है कि नीचे वाला आदमी आगे न बढ़े और इसी में उसको सटिसफेक्शन मिलती है। रेलवे में जहां हजारों आदमी लगे हुए हैं अगर नीचे का कोई आदमी किसी प्रकार का सुझाव देता है तो मैं तो चाहूंगा कि वह सुझाव सीधा रेल मंत्री के पास जाना चाहिए लेकिन वह जाता नहीं है । लोग घबराते हैं अगर मिनिस्टर साहब के पास कोई सुझाव इस तरह का जाता है । मैं मानता हूं कि रेल मिनिस्टर को इतनी फुर्सत नहीं हो सकती है कि वह इन सुझावों को खुद देखें । लेकिन एक ऐसा महकमा होना चाहिए जहां ये सुझाव जा सकें, जिसके सामने वे सुझाव पेश हो सकें । अब तो वे सुझाव वहीं दब जाते हैं । पहले डी० सी० एस० साहब के पास जाते हैं, डी० ओ० एस० के पास जाते हैं, आगे अगर

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बढ़ते हैं तो डी० एस० के पास जाते हैं, वहां से अगर निकलते हैं तो सी० सी० एस० है, फिर सी० ओ० पी० एस० है और तब कहीं जा कर जी० एम० होता है । इस तरह से बाईसब्रेक लगें तब वे आगे पहुंचें । 22 साल में भी वे पहुंच नहीं सकते हैं, इस तरीके से । इस के कभी कोई नतीजे हासिल नहीं हो सकते । इस लिए यह चीज भी देखनी होगी कि इस के वास्ते क्या इन्जाम किया जाये ताकि जो आदमी होशियार हो, छोटे डिपार्टमेंट में हो, छोटा आदमी हो, उस की सुनवाई हो सके । इस के वास्ते एक ऐसा महकमा तैयार करना चाहिए जो इस चीज को कर सके ।

हम देखते हैं कि हमारे यहां रेलवे फडरेशन बनी हुई हैं । बड़ी बड़ी फैडरेशन्स बनी हुई हैं । हो सकता है वह कुछ काम करती हों । अभी मेरे एक मित्र ने कहा कि उनका क्रिटिसिज्म मत करो । मैं करूंगा भी नहीं । लेकिन एक बात मैं बतलाना चाहता हूं और प्रार्थनापूर्वक कहना चाहता हूं कि ब्यूरोक्रेसी की बात आप छोड़ दीजिये । अब हर एक आदमी को यह देखना होगा कि एक ऐसा खाका बनना चाहिये जिसमें किसी रेलवे सर्वेन्ट के साथ किसी प्रकार का भेदभाव पैदा न किया जाये । आप एक एम्प्लायी को कहते हैं एसेन्शल और दूसरे को कहते हैं नानएसेन्शल । मैं सारी किताब ढूंढ ढूंढ कर मर गया जिसमें कि यह सूची दी हो कि यह एसेन्शल है और यह नानएसेन्शल है । एक छोटी सी पुस्तक हाथ में आई जिसे एंजीनियरिंग ब्रांच ने बना रक्खा है जिसमें बतलाया गया था कि यह एसेन्शल है और यह एसेन्शल नहीं है । उसका चपरासी एसेन्शल, रेलवे लाइन बनाने वाला एसेन्शल स्लीपर डालने वाला एसेन्शल, स्टेशन मास्टर एसेन्शल । लेकिन वह स्टेशन मास्टर जो कि बुकिंग करता हो छोटे स्टेशन के ऊपर वह नान एसेन्शल,लगेज बुक करता हो वह नानएसेन्शल, टिकट काटता हो वह नानएसेन्शल 75 परसेन्ट नानएसेन्शल और 25 परसेन्ट एसेन्शल । यह कौनसी बात है । अरे, जो टी० टी० ई० का काम करे वह क्या एसेन्शल नहीं है । उसके बिना क्या आप का काम चल सकता है । अरे, भाई, अगर वह गाड़ी पर नहीं चलेगा तो गाड़ी को तकलीफ नहीं होगी ।

अध्यक्ष महोदय: अरे, भाई वगैरह आप क्यों कह रहे हैं ।

श्री उ० मू० त्रिवेदी : मैं अपनी गलती महसूस करता हूं ।

Most respectfully I withdraw that word. I must show by respect to the Chair.

Mr. Speaker: That was not my intention, not about respect.

Shri Nath Pai (Rajapur): That is colloquial Hindi.

श्री उ० मू० त्रिवेदी : फिर इन आदमियों के पास यह भेदभाव रखने के वास्ते कोई कारण नहीं है । क्यों यह कारण अभी तक चला जा रहा है, यह मेरी समझ में नहीं आया । एक रेलवे कर्मचारी को यूनिफार्म मिल सकती है दूसरे कर्मचारी को यूनिफार्म नहीं मिल सकती । क्यों नहीं मिलती । क्या कारण है । दो कर्मचारी, एक ही साथ काम करने वाले, एक ही दिन काम करने वाले, एक ट्रेन में काम करने वाले लेकिन उनमें से एक को ओवरकोट मिलता है दूसरे को ओवरकोट नहीं मिलता, एक को ठंडा कोट मिलता है दूसरे को ठंडा कोट नहीं मिलता । एक रात में सिकुड़ रहा है, ठंड में सामान उतरवा रहा है और माल लदवा रहा है, लेकिन उसे वर्दी नहीं मिलती लेकिन एक गार्ड साहब हैं जो कि डिब्बे में बैठे रहते हैं, उनको यूनिफार्म मिलती है । कारण यह है कि अंग्रेज के वक्त गार्ड ज्यादातर एंग्लो इण्डियन हुआ करते थे, इसलिये उनको वर्दी मिलने का रूल बना

दिया गया था, हिन्दुस्तानी आदमी जो हुआ करते थे उनको वर्दी नहीं मिल सकती । इस प्रकार का भेदभाव आखिर कब तक चलेगा ।

मैं देख रहा हूं कि अभी भी सेंट्रल रेलवे में यह बात चल रही है कि एक स्टेशन मास्टर होता है जो बारह, चौदह साल की नौकरी के बाद ऊंची ग्रेड में पहुंचने की तैयारी में होता है, लेकिन रूल बना रक्खा गया है कि वह पोस्ट गार्ड साहब को ही दी जायेगी । ऊंचे दर्जे के जो जंक्शन स्टेशन हैं उन के गार्ड साहब बीच में घुस जाते हैं और स्टेशन मास्टर बेचारे रह जाते हैं । कब तक ऐसा चलता रहेगा । सारी रेलवेज में ऐसा नहीं है, नार्दन रेलवे में नहीं है, वेस्टर्न रेलवे में नहीं है, ईस्टर्न रेलवे में नहीं है, सदर्न रेलवे में नहीं है, तब फिर सट्रल रेलवे ने क्यों यह पूछ पकड़ रक्खी है । कब तक इस तरह का भेदभाव चलता रहेगा । स्टेशन मास्टर का ग्रेड बना, अच्छा बना, लेकिन उसको कार्य में परिणित करने के वास्ते जो काम महकमे को करना चाहिये वह अभी तक नहीं हो रहा है ।

मैं आप को बतलाऊं कि 1–4–64 से एक नियम लागू किया गया रिजर्वेशन क्लर्क्स के बारे में । इसके विषय में बड़ा झगड़ा हुआ । मैं दस साल से इसके लिये लड़ रहा था । बड़ी मुश्किल से उनका ग्रेड तय हुआ । उस आर्डर को 1–4–64 से लागू होना चाहिये था, रेलवे बोर्ड का आर्डर इस बारे में निकला हुआ है, लेकिन उस वक्त से लेकर आज तक उसे अमल में नहीं लाया गया । यह क्या बात है । क्यों ऐसा होता है ।

जब नाइट अलाउंस का सवाल आता है तो मेरी समझ में नहीं आता कि जो बुकिंग क्लर्क रात भर काम करता है उसको यह अलाउन्स क्यों नहीं दिया जाता । अवर्स आफ एम्प्लायमेंट रेगुलेशन का एक चार्ट बना हुआ है कि रेस्ट, सच ऐंड सच डेट, सच ऐंड सच डेट । मैंने पूछा रिलीफ गिवर कहां है, उसका नाम क्यों नहीं है । कहां, साहब, रिलीफ गिवर है ही नहीं । तो रेस्ट कैसे मिलेगा । साहब, रेस्ट मिलता नहीं, सिर्फ कागज में लिखा होता है । कब तक ऐसी पोल चलेगी । जो अवर्स आफ एम्प्लायमेंट रेगुलेशन लिखे हुए हैं उनके मुताबिक कभी काम नहीं होता है । मैं पूछना चाहता हूं कि क्यों रुकावट पैदा की जा रही है इन आदमियों के सिलसिले में ।

फिर उन लोगों को देखिये जो कि गांवों में रहते हैं या शहरों में रहते हैं । शहरों में रहने वाले आदमियों को आप 40 रुपये में मकान देते हैं । बड़ी अच्छी बात है क्योंकि उसको इससे सुविधा प्राप्त होती है । लेकिन उन आदमियों से जिन्हें आपने देहात में भेज दिया, जंगल के स्टेशन में भेज दिया उनसे दस रुपये किराये के क्यों लिये जाते हैं । आप उन लोगों से दस रुपये लेते हैं जिनको एक आने में मकान मिल सकता है । आप क्यों नहीं कानून बनाते बी० बी० एण्ड सी० आई० की माफिक कि स्टेशन मास्टरों से किराया न लिया जाये । एक तरफ तो आप महंगाई दे रहे हैं दूसरी तरफ से जो आप बाई जेब से देते हैं उसको दाहिनी जेब से ले लेते हैं । ऐसी बात नहीं होनी चाहिये । सारी बातों पर न्यायपूर्वक विचार होना चाहिये । न्यायपूर्वक विचार करने के बाद तीसरे दर्जे के जो कर्मचारी हैं, जिन के आधार पर आप की सारी रेलवे चलती है, जो आप के कमाऊ पूत हैं, कमाऊ बेटे हैं, जो आप को कमा कर देते हैं, जिनकी वजह से पैसा आता है, अगर उनकी बात नहीं सुनेंगे तो आप अपना और अपने देश का नुकसान करेंगे ।

आज रिश्वतखोरी की बहुत सी बातें सुनने में आती हैं । मैंने एक दफे शिकायत की थी । एक पर्चा मेरे पास था जिसमें सच्ची रिपोर्ट लिखी हुई थी । उस रिपोर्ट को फाड़ कर फेंक दिया गया। डिप्टी मिनिस्टर साहब उसे ले गये थे, उसके बाद मेरे पास आज तक उसका जवाब नहीं आया । हम देखते हैं कि पाटिल साहब ने रेलवे स्टेशन्स की बड़ी तारीफ की और कहा कि हमारे यहां चोरी कम हो गई है । मेरे पास आंकड़े मौजूद हैं और वह मैं दे सकता हूं । दिल्ली स्टेशन पर जहां पहले 28 पिलफरेजेज हुआ करती थीं

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वहां अब 528 पिलफरेजेज हुआ करती हैं। क्यों पहुंच गई। एक अफसर ने लिख कर दे दिया कि इस समय पर यहां बिल्कुल आर० पी० एफ० के आदमी नहीं चाहियें। नतीजा क्या हुआ कि उसे 500 रु० ईनाम दिया गया **फारमेकिंग सजेशन्स फार एकानमी**। एकानमी क्या हुई। पिलफरेजेज 128 के बदले उसके तिगुनी हो गईं एक दम से। इस के लिये कितना दाम चुकाना पड़ा इसका हिसाब नहीं लगाया, पांच सौ रुपया अफसर और खा गया।

अब देखिये कि हमारे यहां किस तरीके का लाइसेंसिंग सिस्टम कुलियों का है। उसमें कितनी रिश्वतें चलती हैं। मेरे कानों तक बात आई है, कहां तक सही है मैं नहीं कह सकता हूं, लेकिन दिल्ली स्टेशन पर 80 कुलियों की भर्ती पर 700 या 800 रु० रिश्वत के लिये गये। कहां तक ऐसी बातें चलती रहेंगी। कुली लोग कैसे हैं कि कोई दूकान लगा कर बैठा है और उसके नाम से दूसरा आदमी कुलीगीरी करता है। वेन्डर का काम भी ऐसा ही है। किसी आदमी या औरत का नाम लिखा हुआ है वेन्डर की जगह और काम दूसरा ही आदमी करता है। अरे भाई, आप के यहां कानून बना हुआ है, रेलवे ऐक्ट में प्राविजन है। रेलवे ऐक्ट में जो आदमी काम करता है वेन्डर का...

अध्यक्ष महोदय : माननीय सदस्य तो पुराने पार्लियामेंटेरियन हैं लेकिन आज कुछ ज्यादा फ्रीडम ले रहे हैं, कुछ इन्फार्मल से हो रहे हैं, अरे भाई कहते हैं।

श्री उ० मू० त्रिवेदी : मैं कुसूरवार हूं। मेरी मुश्किल यह है कि मेरी हिन्दी बोलने की ज्यादा आदत नहीं है। मैं गांवों में लेक्चर देता हूं, इसलिये ऐसी बात मुंह से निकल जाती है।

डा० राम सुभग सिंह : क्या गांव वालों को गाली दीजियेगा।

श्री नाथपाई : २६ जनवरी के बाद हिन्दी बोलने लगे हैं।

श्री बागड़ी (हिसार) : अच्छी हिन्दी जानते हैं।

श्री उ० मू० त्रिवेदी : मैं आप से सर्टिफिकेट नहीं चाहता हूं।

श्री नाथपाई : श्री मनी राम बागड़ी पसन्द करते हैं आप की हिन्दी को।

श्री उ० मू० त्रिवेदी : मैं आप को यह बतलाना चाहता हूं कि हर प्रकार के दृष्टिबिन्दु से हमारे मिनिस्टर साहबान को बैठ कर सोचना होगा। मैं विशेषकर इस पर उनका ध्यान दिलाऊंगा कि यह जो कर्मचारियों के बिना कारण के भेद भाव है उसको उन्हें मिटाना होगा। नाइट अलाउन्स एक को मिलता दूसरे को नहीं मिलता है, एक आदमी को यूनिफार्म मिलती है दूसरे को नहीं मिलती। आप को इसका पृथक्करण करना होगा और न्यायपूर्ण तरीके से देखना होगा।

अभी अभी मैंने एक और किस्सा देखा। मैं आ रहा था डी लक्स से। एक आदमी टोपी पहने हुए था जीन की। मैंने उससे कहा कि तुम्हारी टोपी पर डब्ल्यू० आर० लिखा हुआ है। कहने लगा, हां सहब, डब्ल्यू० आर० लिखा हुआ है लेकिन इतने भर लिखने से इस की कीमत सवा छः रुपये हो गई है। छः आने की टोपी होगी या आठ आने की टोपी होगी, उस पर डब्ल्यू० आर० लिखने में दो आने और खर्च हो गये होंगे। छः आने की टोपी आठ आने की हो सकती है, नौ आने की हो सकती है, ग्यारह आने की हो सकती है। लेकिन ग्यारह आने की टोपी का दाम सवा छः रुपया लिया जा रहा है गरीब आदमी से। ऐसी बहुत सी बातें चलती हैं। खरीदी जानी हैं मुर्गियां बम्बई के वास्ते। बम्बई में वह बिकती हैं। चार रुपये बारह आने की।

बम्बई में बिकने के लिये वैस्टर्न रेलवे में जहां पर वह खरीदी जाती हैं वहां मिलती हैं दो रुपये की लेकिन ठेकेदार को निहाल करने के लिये दो रुपये में खरीदी गई मुर्गी चार रुपये बारह आने में बेची जाती हैं । यह बात तो छोटी है, लेकिन इन छोटी बातों का बहुत असर होता है । हमारे यहां कहावत है कि एक एक बूंद से समुद्र भर सकता है । इन छोटी बातों की ओर भी पूरा ध्यान देना चाहिए । हमारा भी यह फर्ज है कि हम इन बातों को मिनिस्टर लोगों को बतावें, लेकिन मिनिस्टरों को भी इस ओर ध्यान देना चाहिए कि किस प्रकार उनके कर्मचारी ब्यूरोक्रेसी में उलझे हुए हैं और ब्यूरोक्रेसी की सब हिदायतें गले के नीचे उतारने लायक नहीं होतीं ।

अब मैं आपको रेलवे के वरकिंग के बारे में कुछ बताना चाहता हूं । अजमेर से खंडवा तक सन् 1908 में चार गाड़ियां चलती थीं वे चार से तीन रह गयीं । सन् 1941 में, लड़ाई के कारण अजमेर से लेकर रतलाम तक केवल एक गाड़ी रह गयी । सन् 1945 तक यह एक ही गाड़ी रही । उसके बाद बहुत लड़ाई करने के फलस्वरूप एक से दो गाड़ियां हुई और दो से तीन हुई लेकिन अभी तक चार नहीं हो पायीं । लोगों को भीड़ में यात्रा करनी पड़ती है, एक दूसरे पर गिरते पड़ते जाते हैं, लेकिन गाड़ी नहीं बढ़ायी जातीं । जिन क्षेत्रों में अखबार ज्यादा चलते हैं उन इलाकों की तो सुनवायी हो जाती है कारण रीडर्स कालम में लोग पत्र लिखते हैं और पब्लिक रिलेशन्स आफिसर उनको पढ़ता है और यह समझ कर कि कहीं बदनामी न हो उस चीज को मिनिस्टर साहब के सामने ले आता है और सदर्न एक्सप्रेस जैसी गाड़ियां चलने लगती हैं । अब शायद पाटिल साहब की कृपा से हमारी तरफ भी वैस्टर्न एक्सप्रेस चलने लगें । अभी तो हम को डी लक्स में जगह मिलने में कठिनाई होती है । हम देखते हैं कि जहां ज्यादा गाड़ियां चलनी चाहिए वहां नहीं चलती हैं । इस ओर ध्यान देना चाहिए ।

एक बात मेरी समझ में नहीं आती । आप राज्य सरकारों को स्टेट ट्रांसपोर्ट के लिए रुपया देते हैं । लेकिन उन को आप से क्या हमदर्दी है । वे फंडर नहीं बनाना चाहते और आपको नुकसान पहुंचाना चाहते हैं । उनके साथ रेलवे का कोई कोआर्डिनेशन नहीं है । तो ऐसे लोगों को क्यों रुपया दिया जाता है कि जिनसे रेलवे को नुकसान पहुंच सकता हो और जिनको रेलवे से कोई हमदर्दी न हो । मैं समझता हूं कि उचित समय पर मन्त्री जी इस बात पर विचार करेंगे । मैं यह नहीं चाहता कि वे अभी ही इस चीज को बन्द कर दें नहीं तो राज्य सरकारें मुझ से चिढ़ेंगी कि इन्होंने कह कर हमारा रुपया बन्द करवा दिया ।

एक जनरल मैनेजर मुझ से मिले और कहने लगे कि हिन्दुस्तान की तरक्की तभी हो सकती है जबकि सारी मीटर गेज को हटा कर सब जगह ब्राड गेज कर दी जाए । मैंने पूछा कैसे । मीटर गेज तो अभी भी सारे देश में ब्राडगेज से ज्यादा लम्बा है । अंग्रेजों ने जो मीटर गेज बनायी तो उसे इकानमिक समझ कर ही बनायी होगा, और है भी वह इकानमिक । लेकिन उसकी तरफ आप की तवज्जह नहीं है । एक उदाहरण मैं दूं । दिल्ली से रिवाड़ी तक डबल लाइन करने का आर्डर बहुत दिनों से चला आ रहा है लेकिन अभी तक डबलिंग नहीं किया गया ।

एक माननीय सदस्य : हो गया है ।

श्री उ० मू० त्रिवेदी : मैंने तो एक एक मील और एक एक स्टेशन देख रखा है . . .

एक माननीय सदस्य : एक स्टेशन के बीच में नहीं हुआ है और बाकी सारा हो गया है ।

श्री उ० मू० त्रिवेदी : तो मैं उनकी बात माने लेता हूं । लेकिन वह जाकर देख लें कि कहां डबलिंग हुआ है ।

[श्री० उ० मू० त्रिवेदी]

इस सम्बन्ध में मैं एक और उदाहरण आपको देना चाहता हूं कि हमारे यहां मीटर गेज सन् 1951 में चार इलेक्ट्रिक इंजिन थे और सन् 64 में भी, 13 साल बाद, उनकी संख्या वही है। लेकिन ब्राड गेज में 68 से बढ़ कर 241 हो गए हैं। इस तरह आप एक तरफ ब्राड गेज को इस तरह बढ़ावा देते हैं और मीटर गेज की तरफ तवज्जह नहीं देते। ब्राड गेज में 17 डीजल इंजिन से बढ कर 288 हो गए, लेकिन मीटर गेज में जहां कोयला से लेकर दूर तक इतना सामान खींचना पड़ता है उस तरफ ध्यान नहीं दिया जाता। उसको डीजल इंजिन नहीं दिए जाते। शायद इसी कारण ब्राड गेज की तरफ अधिक ध्यान दिया जाता है कि सारे बड़े बड़े शहर ब्राड गेज पर हैं, जैसे कलकत्ता, दिल्ली, बम्बई, मद्रास। इन जगहों में जनरल मैनेजर रहते हैं। इसीलिए ब्राड गेज की तरफ निगाह जाती है लेकिन मीटर गेज की तरफ ध्यान नहीं जाता। मीटर गेज वालों ने क्या कुसूर किया है कि उस तरफ ध्यान नहीं दिया जाता।

दूसरा उदाहरण मैं आपको सामने स्लीपर कोच का देना चाहता हूं। ये कोच श्री लालबहादुर शास्त्री के समय में बने। यह तो मैं समझ सकता हूं कि उन जैसा आदमी उन पर सो सकता है। लेकिन आज मुझ जैसा आदमी या मन्त्री महोदय जैसा आदमी या डा० रामसुभग सिंह जैसा आदमी उन पर कैसे सो सकता है। मेरा निवेदन है कि आप इतनी कंजूसी न करें कि अगर 68 आदमी बैठते हैं तो 68 ही सो भी सक इसमें थोडी कमी कर दीजिए, लेकिन कम से कम ऐसा तो कीजिए कि आदमी सो सकें।

अध्यक्ष महोदय : आपके लिए कुछ 36 मिनट हैं और उनमें से आपने 26 मिनट ले लिए हैं। इस ओर मैं आपका ध्यान दिलाना चाहता हूं।

श्री उ० मू० त्रिवेदी : मैंने कुछ समय तो अधिक ले लिया। लेकिन अगर मैं कुछ अनुचित बोला होऊं तो मैं बैठ जाता हूं।

अध्यक्ष महोदय : मैं अनुचित के लिए नहीं कह रहा।

श्री उ० मू० त्रिवेदी : मैं अभी समाप्त करता हूं।

तो मैं यह कहना चाहता था कि आपने एक तरफ से कुछ सुविधाएं दी हैं तो दूसरी तरफ से कुछ सुविधाएं कम कर दी हैं। इससे हमको क्या फायदा हुआ।

रेलवे ने जो किराया बढ़ाया है उसके बारे में मैं ज्यादा कुछ नहीं कहना चाहता। मोटर वालों ने भी किराया बढ़ाया है। जिससे रेलवे का किराया ज्यादा बढ़ा नहीं मालूम देता। लेकिन फिर भी मैं यह कहूंगा कि जिस परिमाण में रेलवे को सहूलियतें देनी चाहिए वे नहीं दी जातीं।

इसके अलावा आज हमारी गाड़ियां अभी भी—मुख्य गाड़ियां भी—22, 23 या 24 मील की रफ्तार से रेंगती हैं। जब हमारे पास अच्छे इंजिन हैं और पटरी अच्छी है तो हमारी गाड़ियों की गति 60, 70 और सौ मील होनी, चाहिए। इस तरफ भी तवज्जह देनी चाहिए।

मुझे और भी बहुत सी बातें कहनी थीं। उन को मैं कट मोशन्स पर बोलते समय कहूंगा। इतना ही कह कर मैं रेलवे मिनिस्टर साहब को बधाई देता हूं कि उन्होंने रेलवे एडमिनिस्ट्रेशन में सुधार करने की कोशिश की है। लेकिन वे सुधार अभी हुए नहीं हैं। उनके लिए उनको बहुत प्रयत्न करना पड़ेगा। यह मैं जानता हूं कि तीनों मिनिस्टर ऐसे हैं कि वे रेलवे में सुधार कर सकते हैं अगर पूरा ध्यान दें।

अन्त में मैं इतना कहना चाहता हूं कि तीसरी श्रेणी के जो कर्मचारी हैं उनके दुःख

दर्दों की ओर ध्यान देने की आवश्यकता है। इस ओर आशा है कि ध्यान दिया जाएगा।

श्री तुलशीदास जाधव (नांदेड़) : अध्यक्ष महोदय, रेलवे का विभाग एक दृष्टि से अच्छा काम कर रहा है। रेलों में 3,000 करोड़ की स्थायी सम्पत्ति है, 12 हजार इंजिन हैं, 21 हजार कोचिंग वैहिकिल्स हैं, 3 लाख 44 हजार वैगन्स हैं, 12 लाख 70 हजार कर्मचारी हैं, 6,800 स्टेशन हैं, दस हजार ट्रेनें रोजाना चलती हैं, पचास लाख से ऊपर मुसाफिर हर दिन में इन चलते हैं, और रेलवे को 632 करोड़ रोजाना की आमदनी है। रेलों का रूट 56,923 किलोमीटर है और इसकी ट्रैक्स 88,439 किलोमीटर हैं। जो देश का डेवलपमैंट फंड है उस में से पहली पंचवर्षीय योजना में 21.6 पर्सेंट अर्थात् 423.23 करोड़ रुपये, द्वितीय पंचवर्षीय योजना में 22.7 परसेंट अर्थात् 1,043 करोड़ रुपये और तृतीय पंचवर्षीय योजना में 21 परसेंट अर्थात् 1,581 करोड़ रुपये इस्तेमाल किये गये हैं। रेल फंड से, रेल खाते से पहली पंचवर्षीय योजना में 280 करोड़ रुपये, दूसरी पंचवर्षीय योजना में 466 करोड़ रुपये और तीसरी योजना के लिए 531 करोड़ रुपये रक्खे गये। पबलिक सैक्टर में रेलवेज का इतना बड़ा धंधा चलता है यह समाजवाद का सबक है। केवल एक रूस के रेलवे को छोड़ कर भारत की रेलवेज संसार में पहले नम्बर का पबलिक सैक्टर का धंधा है। आज हम देशवासियों के मन में जो यह कभी कभी एक शक पैदा होता है कि पबलिक सैक्टर समाजवाद की तरफ़ देश को ठीक रीति से ले जायेगा या नहीं, मैं समझता हूं कि हमारी रेलवेज का पबलिक सैक्टर का व्यवसाय जिस ठीक तरह से चलता है उस से लोगों की शंकाएं दूर हो जायेंगी। हमारी रेलवेज इस बारे में एक अच्छा उदाहरण है और इस देखकर समाज में पबलिक सैक्टर को कामयाब बनाने और उसमें मदद व सहयोग देने की इच्छा पैदा हो सकती है और जिनके पास पूंजी है वे अपना कैपिटल ऐसे दूसरे उद्योग में इनवैस्ट करें के पबलिक सैक्टर को कामयाब बना सकते हैं। इसके अलावा किसी भी देश में सम्पत्ति का बंटवारा करने के लिए यह एक अच्छा साधन है। चूंकि रेलवे मंत्रालय के इन्चार्ज पाटिल साहब हैं और डा० राम सुभग सिंह उन के सहयोगी हैं इसलिए हमें आशा है कि रेलवे मंत्रालय का काम सुचारू रूप से चलेगा और उस से देश की अधिकाधिक सेवा होगी और भला होगा। लोगों को रेलवे के जरिए अधिक मात्रा में सुख सुविधाएं सुलभ हो सकेंगी।

13 hrs.

पिछले साल में रेलवे मंत्रालय ने जो दुर्घटनाओं के आंकड़े दिये हैं उन को देखने से यह मालूम होता है कि पहले की अपेक्षा उन में कमी हुई है और मैं इस के लिए मंत्री महोदय को धन्यवाद देता हूं। एक समय में तब के रेलवे मंत्री श्री लाल बहादुर शास्त्री को एक बड़ी रेल दुर्घटना हो जाने के कारण इस्तीफ़ा देना पड़ा था। उस के बाद भी दो साल पहले तक इन रेल दुर्घटनाओं के कारण संसद् में बड़ी चिन्ता व्यक्त की जाती थी और उन अनेकों रेल दुर्घटनाओं को लेकर यहां काफ़ी चर्चा भी की जाती थी। लेकिन इस सम्बन्ध में पिछले साल की रिपोर्ट देखने यह यह मालूम होता है कि इनकी तादाद में कमी आई है। सिगनल-व्यवस्था की आधुनिकतम प्रणालियां अपनायी जा रही हैं जिनसे कि यह दुर्घटनाएं कम हुई हैं। सन् 1963–64 के दौरान 9 से 25 तक दुर्घटनाएं हुई हैं। पिछले 20 वर्षों में यह दुर्घटनाओं की सब से कम तादाद है। ईश्वर करे इन दुर्घटनाओं की संख्या इस से भी भविष्य में कम हो जाये और इन दुर्घटनाओं को न होने देने के लिए रेलवेज ने जो विशेष आधुनिक व्यवस्थाएं सिगनल आदि की की हैं वह एक स्वागत योग्य कदम है।

रेलवे के कर्मचारियों को अच्छी तरह से और मेहनत से काम करने के लिए जो मंत्रालय ने इंसैंटिव दिया है वह एक अच्छा काम किया

[श्री तुलशीदास जाधव]

है। इस रेलवे खाते के जो लोग हैं उन से और मिनस्टरों से मेरी प्रार्थना है कि जहां भी लोगों की थोड़ी बहुत दिक्कतें और कठिनाइयां आदि होती हैं उन्हें दूर करने के लिए वे यथासंभव प्रयत्न करें।

यह थोड़े दिन पहले हमारे महाराष्ट्र में जो एक दिक्कत पैदा हो गयी है वह शोलापुर डिवीजन की है। सिकन्दराबाद एक नया जोन बनाया है। अभी तक तो आठ जोन हैं और यह नया जोन और बनाया है। इस से उस जोन के अन्दर जो चार डिवीजन हैं उन में से हुबली, गुंटकल, शोलापुर और सिकन्दराबाद हैं। इस बारे में हमारे लोगों की रिक्वैस्ट यह है कि वह जो शोलापुर डिवीजन है वह बम्बई सैंट्रल जोन के अन्दर था। अभी वह निकाला है लेकिन उधर के लोगों का जो व्यवहार सम्बन्ध होता है वह बम्बई से ज्यादा होता है इसी कारण वहां की यूनियन और वहां की संस्थाओं ने इस बारे में मिनिस्टर महोदय से प्रार्थना की है, ख़त लिखा है और उन से मिले भी हैं। उन का कहना यह है कि शोलापुर डिवीजन उस में से निकाला जाये। उसके निकालने से कोई नुक़सान नहीं है। सिकन्दराबाद जोन में से शोलापुर डिवीजन का जितना ऐरिया निकाला जाता है उतना ऐरिया गुंटकल डिवीजन का आ जाता है। मैसूर वाले भाई और वहां के लोग यह चाहते हैं कि गुंटकल डिवीजन यह सिकन्दराबाद डिवीजन में चला जाये। आप नक्शा देख लें। उस के अन्दर यह गुंटकल डिवीजन बीच में आ जाता है जब कि यहां बाहर रक्खा गया है इसलिए अगर उसे अंदर रक्खा जाता है तो उनका ऐरिया भी बढ़ता है और कोई दिक्कत भी पैदा नहीं होती है और यह शोलापुर निकलने से उसमें नुक्सान भी है। इसके लिए वहां के लोग आकर मंत्री जी से मिले भी हैं और वहां बड़े जोर की मांग इसके लिए की जा रही है।

एक दूसरा निवेदन यह है कि शोलापुर में जो रेलवे कर्मचारी हैं उन में दस, दस और बारह, बारह वर्ष की सर्विस किये हुए टैम्पोरैरी लोग मौजूद हैं। यह लातुर-मिरज पर भी टैम्पोरैरी लोग थे, अब जब यह बम्बई सैंट्रल रेलवेज़ के अन्दर मर्ज हुई तब कर्मचारियों को परमानेंट किया गया। लेकिन इस में हुआ यह है कि जो यह कर्मचारी कम सर्विस वाले लोग थे वह ज्यादा सर्विस वालों से आकर सीनिअर बन गये। जो दरअसल सीनियर सर्विस में हैं वे इस तरह से जूनियर बन रहे हैं। ऐसी ही सिकन्दराबाद में जो यह हालत होने वाली है वह ठीक नहीं होगी। इसलिए रेलवे मंत्रालय से मेरी प्रार्थना है कि वे इधर ध्यान दें और जितने भी कर्मचारी 10, 12 या 15 साल की सर्विस के हैं उनको परमानेंट किया जाये। अगर उनको टैम्पोरैरी रखने से नुकसान होता है जैसा कि मैंने अभी बतलाया तो उन को परमानेंट करें। दूसरे उन कर्मचारियों की जो रिक्वैस्ट है और हम लोगों की भी प्रार्थना है उस के मुताबिक यह शोलापुर डिवीजन उस में से निकाल दें।

महाराष्ट्र के अन्दर मराठवाड़ा एक अच्छी ज़मीन वाला अविकसित प्रान्त है। मराठवाड़ा के अन्दर कम छोटी रेल की बजाय और कोई नहीं है। वह बहुत छोटी लाइन है। यह कुर्डूवाडी टु लातुर नैरो गेज लाइन है। उस लाइन में सुधार करने और उसे ब्रौड गेज बनाने के लिए मैंने इस हाउस में कई दफ़े मांग की है, रेलवे मंत्रालय से अपील की है लेकिन अभी तक उसमें कोई सुधार नहीं हो पाया है। थोड़ा सुधार अलबत्ता थोड़ी कोचिज में हुआ है। इस लाइन के नैरो गेज रहने से बड़ी तक़लीफ़ होती है। अभी एक महीने पहले की बात है कि रेल पर से इंजन उतर कर गिर गया और ड्राइवर मर गया। ऐसे ऐक्सीडेंट्स बहुत होते हैं। इसलिए इस लाइन को ब्रौड गेज करने की बहुत जरूरत

है। वैसे भी इस लाइन का काफ़ी महत्व है क्योंकि लाखों यात्री पढ़रपुर में साल में चार दफ़े आते जाते हैं इसलिए इसे ब्रौड गेज करना चाहिए या मीटर गेज करके उस में सुधार करना चाहिए। इस की मांग कई सालों से की जाती रही है लेकिन अभी तक उस दिशा में कुछ हुआ नहीं है।

एक निवेदन यह है कि कुर्डूवाडी से राम-गुंडम तक रेल लाइन बिछाने का सर्वे हो चुका है, उस काम का ऐस्टिमेट भी आया हुआ है। सन् 1947 के पहले का हुआ पड़ा है लेकिन वह काम अभी वैसा का वैसा पड़ा हुआ है। मेरी विनती है कि मंत्रालय इस लाइन के काम को तुरन्त अपने हाथ में ले जिससे कि इस अविकसित इलाके को सुविधाएं सुलभ हो सकें। कुर्डूवाडी से रामगुंडम तक लाइन ब्रौड गेज कर दी जाय।

मराठवाड़ा से एक दूसरी मीटर गेज लाइन मनमाड़ से काचीगुडा तक है। उस में से मनमाड़ पूर्णा को ब्रौड गेज करने के लिए वहां के लोगों ने, पांच जिलों के लोगों ने एक कान्फ़्रेंस करके रेलवे मंत्रालय में यह रिक्वैस्ट की है कि इस लाइन को ब्रौड गेज किया जाये। उस को भी तुरन्त हाथ में ले लें।

इसके अलावा मेरी कांस्टीटुएंसी में एक नांदेड़ स्टेशन है। उसको विकसित करने के लिए डा० साहब ने कहा भी है कि वह हो जायेगा। मेरा निवेदन है कि वह कृपा करके जल्दी इस के विकास के काम को शुरू करें। अभी भी उस के बढ़ावा देने का काम शुरू नहीं हुआ है उसे जल्दी हाथ में लिया जाय।

इसके अलावा मेरा यह कहना है कि जब निजाम स्टेट इसमें मर्ज हुई उस वक्त 16 करोड़ रुपया निजाम स्टेट ने निकाल कर इस कुर्डूवाडी रामगुंडम् रेलवे लाइन के काम के लिए या और दूसरे कामों के लिए रक्खा था बहरहाल यह लाइन का काम भी उस में से एक था। उसका पैसा भी है। ऐस्टिमेट और सर्वे पहले हो चुका है अब इस काम को तत्काल शुरू किये जाने की आवश्यकता है।

शोलापुर औरंगाबाद यह भी बनाने की लाइन मराठवाड़ा से जाती है उस के लिए महाराष्ट्र सरकार ने प्राएरटी दी है कि यह लाइन पहले होनी चाहिए। जब मिनिस्टर साहब कहते हैं और उनका रेलवे मंत्रालय भी कहता है कि इस के लिए एम०पीज० बोलें और दूसरे लोग भी बोलें तो काम शुरू नहीं होगा। ऐसे नये काम के लिये उस स्टेट गवर्नमैंट को प्रायरटी देनी चाहिये तो इस काम के लिये दी है। इसलिए मेरी प्रार्थना है कि उस लाइन के काम को हाथ में तत्काल लेकर शुरू कर दिया जाय। मेरा निवेदन है कि लातूर-मिरज, मनमाड़-पूर्णा, शोलापुर—औरंगाबाद और कुर्डूवाड़ी-रामगुंडम, इन चार लाइनों से में कुछ न कुछ काम अवश्य हाथ में लिया जाये, ताकि वहां के लोगों को यह विश्वास हो कि रेलवे प्रशासन को उनकी सुविधाओं का पूरा ख़याल है।

कुर्डूवाडी और पूर्णा स्टेशनों पर बहुत यात्री आते हैं। पंढ़रपुर जाने के लिए जो लाखों लोग इन स्टेशनों पर आते हैं, उन को बरसात और धूप में खुले मैदान में रहना पड़ता है। इस लिए कुर्डूवाड़ी स्टेशन पर कम-से-कम एक टेम्पोरेरी वेटिंग रूम की व्यवस्था कर देनी चाहिए। वहां पर पक्का वेटिंग रूम बनाने की आवश्यकता अभी नहीं है। कुर्डूवाड़ी स्टेशन पर एक बड़ा लम्बा-चौड़ा गुड्ज गोडाउन ख़ाली पड़ा रहता है। अगर रेलवे प्रशासन चाहे तो वह उस को टैम्पोरेरी वेटिंग रूप में परिवर्तित कर सकता है।

रेलवे प्रशासन को थर्ड क्लास के यात्रियों से ज्यादा से ज्यादा आमदनी होती है, लेकिन उन की सुविधाओं के लिए अधिक व्यवस्था नहीं की जाती है। थर्ड क्लास के डिब्बों में बहुत भीड़ रहती है। इस के अतिरिक्त जिस प्रकार फ़र्स्ट क्लास या एयर-कंडीशन्ड डिब्बों के लिए पानी आदि देने के उद्देश्य से जो

[श्री तुलशीदास जाधव]

एटेंडेंट रखे जाते हैं, उसी प्रकार थर्ड क्लास के लिए भी एटेंडेंट रखे जाने चाहिए। थर्ड क्लास के डिब्बों में सफ़ाई कभी भी नहीं होती है। जब गाड़ी आख़िरी स्टेशन पर आती है, तभी उन की सफ़ाई होती है।

महिलाओं के लिए रेलों में कोई सुविधा नहीं दी जाती है। उन के डिब्बों में बहुत भीड़ होती है। चूंकि उन के पास बच्चे आदि भी होते हैं, इस लिए उन को बैठने के लिए ठीक जगह नहीं मिलती है। उन के लिए पानी का भी कोई इन्तजाम नहीं होता है। फ़र्स्ट क्लास और एयर-कंडीशन्ड में एटेंडेंट और रैस्टारंट वाले जाते हैं और अगर प्यास न भी हो तो भी बार-बार पानी के लिए पूछने के लिए आते हैं। जहां तक थर्ड क्लास का सम्बन्ध है, अगर गाड़ी स्टेशन पर खड़ी हो, तो भी बच्चों आदि के लिए पानी नहीं मिलता है। मेरी रिक्वैस्ट है कि महिलाओं के डिब्बों में एटेंडेंट रहें और उस की सब सुविधाओं का ध्यान रखा जाये।

मैं यह भी निवेदन करना चाहता हूं कि महिलाओं के डिब्बे गाड़ी के आख़िर में या इंजिन के पास न रख कर गाड़ी के बीच में रखे जायें, ताकि वे स्टेशन पर खाने-पीने का सामान आसानी से मंगा सकें।

महिलाओं के लिए स्लीपिंग कोचिज़ नहीं हैं। उन के लिए डबल-टायर और थ्री-टायर स्लीपिंग कोचिज़ की ख़ास व्यवस्था करनी चाहिए, जिन में कोई पुरुष न जा सके। अगर उन के लिए डबल-टायर कोचिज़ की व्यवस्था की जाये, तो ज्यादा अच्छा हो। उन के डिब्बे में दिन में--और रात में भी--और लोग बैठ जाते हैं, जिस के कारण उन को सोने के लिए जगह नहीं मिलती है। कम से कम रात को वहां और लोग न जा सकें। अगर कोई डबल-टायर का डिब्बा हो, तो उस में केवल दो व्यक्ति ही रहें, ताकि एक तो वे आराम से सो सकें और दूसरे, उन के सामान की चोरी का डर न हो।

श्री ओंकार लाल बेरवा (कोटा) : दोनों साथ बैठने वाले हों, तब ?

अध्यक्ष महोदय : मेम्बर साहब कहते हैं कि रेल में उन को अलाहिदा-अलाहिदा रखा जाये।

श्री तुलशीदास जाधव : माननीय सदस्य, श्रीमती जमुना देवी, ने कहा है कि वह हमेशा थर्ड क्लास में प्रवास करती हैं और वहां पर कोई सुविधा महिलाओं के लिए नहीं है। उन्हीं का प्रत्यक्ष अनुभव है तो उन के लिये कोई व्यवस्था होनी चाहिए।

अध्यक्ष महोदय : अगर वह फ़र्स्ट क्लास को छोड़ कर थर्ड क्लास में जाती हैं, तो वह कोई कुर्बानी करने के लिए ही जाती होंगी।

श्री तुलशीदास जाधव : कुर्बानी के अलावा यह देखने की ख़्वाहिश भी होती है कि ग़रीब लोगों का दुख-दर्द क्या है।

हमारे यहां मोहोड़ और माढ़ा के बीच में वाकाव और होडगी के बाद अहेर-वाड़ी स्टेशनों के बारे में मैं ने लिखा था। वाकाव स्टेशन के लिए एक आफ़िसर देखने के लिए भी आए थे। उसको शुरू किया जाये अहेरवाड़ी स्टेशन के सम्बन्ध में भी बहुत पत्र-व्यवहार किया गया है। अहेर-वाड़ी के पास नया स्टेशन होना चाहिये। इन दो स्टेशनों के लिए भी कुछ इन्तजाम किया जाना चाहिए।

मैं आप को धन्यवाद देता हूं।

अध्यक्ष महोदय : मैं माननीय सदस्यों से, और ख़ास तौर से कांग्रेस के माननीय सदस्यों से, कहूंगा कि चूंकि मेरे सामने बहुत से नाम हैं, इसलिए अगर माननीय सदस्य दस दस मिनट में ख़त्म कर दें, तो

तकरीबन सब माननीय सदस्यों को मौका मिल जायेगा । श्री रामशेखर प्रसाद सिंह ।

श्री रामशेखर प्रसाद सिंह (छपरा) : अध्यक्ष महोदय, इस बजट को उपस्थित करने के लिए मैं माननीय रेलवे मंत्री और रेलवे बोर्ड के सदस्यों को धन्यवाद देता हूं । हर साल की तरह इस साल भी रेलवे बजट में आमदनी दिखाई गई है । रेलवे मंत्रालय ने जो बहुमुखी विकास का कार्यक्रम उपस्थित किया है, उस के लिए सारे देश में रेलवे मंत्रालय के प्रति प्रशंसा हो रही है । रेलवे मंत्रालय ने नई लाइनें बिछाने का वादा किया है ।

श्री हुकम चन्द कछवाय (देवास) : अध्यक्ष महोदय, एक व्यवस्था का प्रश्न है । हाउस में कोरम नहीं है ।

श्री तुलशीदास जाधव : मेरी रिक्वेस्ट है कि एक बजे से दो बजे तक कोरम के लिए न कहा जाए ।

श्री हुकम चन्द कछवाय : माननीय सदस्य यह संशोधन लायें कि बीच में एक घंटे की छुट्टी हो जाये ।

अध्यक्ष महोदय : अगर एक घंटे की छुट्टी हो जाये, तो मुझे कोई एतराज़ नहीं है, लेकिन जो माननीय सदस्य घर जायेंगे, वे वहां ही सोते रहेंगे और हाउस में कोरम नहीं होगा ।

श्री हुकम चन्द कछवाय : तो यह नियम बना दिया जाये कि केवल दस माननीय सदस्यों के रहने पर भी कार्यवाही चलती रहेगी ।

अध्यक्ष महोदय : कोरम के लिए घंटी बजाई जा रही है ।—अब कोरम हो गया है ।

श्री रामशेखर प्रसाद सिंह : मैं अभी निवेदन कर रहा था कि रेलवे मंत्री, रेलवे बोर्ड के सदस्य एवं कर्मचारीगण इस बात के लिए बधाई के पात्र हैं कि हर साल की तरह इस साल भी आमदनी दिखाने के साथ साथ बहुमुखी विकास का कार्यक्रम रखा गया है । जिस क्षेत्र में रेलवे लाइन्ज की कमी है, वहां पर नई लाइन्ज बिछाने, जहां पर भीड़ के कारण गाड़ियों के चलने में दिक्कत होती है, वहां पर दोहरी लाइनें बिछाने और साथ साथ यात्रियों की सुविधा के लिये नई रेलगाड़ियां चलाने का भी वादा किया गया है ।

13.18 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

जब भी देश के सामने कोई संकट उपस्थित हुआ है, भारतीय रेलों ने बहुत ही देश-भक्ति का परिचय दिया है और जब कभी आवश्यकता पड़ी है, देश को रेलों से काफ़ी सहायता प्राप्त हुई है । स्वतंत्रता-प्राप्ति के तुरन्त बाद शरणार्थियों की बहुत बड़ी समस्या उपस्थित हुई थी । उस समस्या को हल करने में रेलवेज़ ने बड़ा योग दिया । चीनी आक्रमण के वक्त भी देश को रेलों से काफ़ी सहायता मिली । उस संकट-कालीन परिस्थिति में रेलवे कर्मचारियों की ओर से बड़ा सहयोग दिया गया । आज भी देश के सामने एक छोटा-मोटा संकट है । वह संकट यह है कि आज . .

श्री हुकम चन्द कछवाय : उपाध्यक्ष महोदय, हाउस में कोरम नहीं है । हाउस की कार्यवाही बन्द की जाये ।

उपाध्यक्ष महोदय : घंटी बजाई जा रही है । अब कोरम हो गया है । माननीय सदस्य अपना भाषण जारी रखें ।

श्री रामशेखर प्रसाद सिंह : मैं निवेदन कर रहा था कि संकटकालीन परिस्थितियों में रेलों से काफ़ी सहायता मिली है । आज भी छोटे-मोटे संकट देश के सामने विद्यमान हैं । एक संकट तो देश की एकता को ले कर

[श्री रामशेखर प्रसाद सिंह]

उत्पन्न हुआ है । देश में लोगों को एक दूसरे को समझने में कुछ दिक्कत आ रही है । स्वतंत्रता प्राप्ति के पहले धर्म के नाम पर काफी लोग यात्रा किया करते थे । आज अपेक्षाकृत यह भावना कम हो गई है । उस वक्त दक्षिण के लोग जब तक गया में पिंड नहीं देते थे तब तक अपने को पवित्र नहीं मानते थे और उसी तरह से उत्तर के लोग जब तक दक्षिण में रामेश्वरम नहीं हो आते थे तब तक अपने आप को पवित्र नहीं मानते थे । इसी तरह से दूसरे धर्मों को मानने वाले लोग भी किया करते थे और वे भी इधर उधर आया जाया करते थे । आज धर्म के नाम पर न सही लेकिन विद्यार्थियों, कृषकों आदि की टोलियां अगर एक भाग से दूसरे भाग में जाना चाहें तो मैं प्रार्थना करता हूं कि उनको प्रत्येक सुविधा दी जाए । समाजसेवी भी इसी श्रेणी में आते हैं । अगर ये टोलियां देश के एक भूभाग से दूसरे भूभाग में जाना चाहें तो उन लोगों को रेल मंत्रालय द्वारा पर्याप्त सुविधा दी जानी चाहिये, उनके लिए अच्छी व्यवस्था होनी चाहिये ताकि एक भाग के लोग दूसरे भाग के लोगों के साथ सम्पर्क स्थापित कर सकें ; एक भाग के लोग दूसरे भाग के लोगों के साथ मिलजुल सकें, उनके दुखदर्द को समझ सकें और एकता की भावना देश के लोगों के अन्दर उत्पन्न हो और उनमें कोई भेदभाव न रहे । मैं आशा करता हूं कि कोई ऐसी योजना बनाई जाएगी जिससे एक भाग से अगर दो चार पांच या छः की टोलियां बना कर लोग जाना चाहें तो उनको भाड़े में भी रियायत मिले और साथ-ही-साथ प्रत्येक सम्भव सुविधा मिले । इस संकटकालीन स्थिति में रेलों को भी अपने दायित्व को निभाना है । मैं आशा करता हूं कि रेल मंत्रालय कोई न कोई योजना यात्रियों के भ्रमण लिए बनायेगा ।

भाड़ा जो थोड़ा बहुत बढ़ा है, इस पर मैं आपत्ति तो नहीं कर सकता हूं लेकिन आपकी रिपोर्ट से मालूम पड़ता है और यह बताया भी गया है और यह सर्वविदित भी है कि अधिकतर लोग तृतीय श्रेणी में यात्रा करते हैं । इस वर्ग की स्थिति में जितना सुधार होना चाहिए, नहीं हुआ है । हमारे रेल मंत्री जी ने कोई नए सुधार करने की अभी तक घोषणा नहीं की है, कोई संकेत इस ओर नहीं किया है ।

टिकट काटने से लेकर यात्रा की समाप्ति तक जो कठिनाइयां लोगों को होती हैं उनको एक के बाद एक मैं आपके सामने उपस्थित करना चाहता हूं । आप जानते हैं कि दो प्रकार के स्टेशन होते हैं, एक बड़े और दूसरे छोटे । जहां तक बड़े शहरों के जो स्टेशन हैं, उनका सम्बंध है, वहां पर तो मुसाफिरखाने भी होते हैं, बत्ती का भी वहां प्रबन्ध होता है, पंखे भी होते हैं, पाखाने का भी इंतजाम होता है, पानी का भी प्रबन्ध होता है लेकिन जहां तक छोटी छोटी जगहों पर स्टेशनों का सम्बन्ध है, देहातों के आसपास जो स्टेशन होते हैं, उनका सम्बन्ध है, वहां पर इन सभी चीजों की कमी होती है, सभी सुविधाओं में से एक भी उपलब्ध नहीं होती है । इसका परिणाम यह होता है कि वहां जो व्यक्ति जाता है गाड़ी पर सवार होने के लिए, उसको उठने-बैठने और आराम करने का कोई साधन नहीं मिलता है, उसको परेशानी का सामना करना पड़ता है । कई छोटे छोटे स्टेशन इस प्रकार के भी हैं कि जहां रात के समय पर बत्ती भी नहीं होती है जिसके कारण कई चोरियां हो जाती हैं । मुसाफिरों का माल और जान दोनों खतरे में रहते हैं । वहां पर पाखाने का भी कोई इंतजाम नहीं होता है । इस वास्ते रेल मंत्रालय को चाहिये कि जो छोटे छोटे स्टेशन हैं, वहां पर भी बत्ती की व्यवस्था हो, वहां मुसाफिरखाने भी बनाये जायें । ऐसे-ऐसे स्टेशनों पर जहां दूर गांवों से लोग आते हैं, वहां पर रेलवे प्रोटेक्शन फोर्स का भी प्रबन्ध किया जाये ताकि जो

वाली रात को वहां उतरें या जिन को किसी कारण से वहां ठहरना हो उनकी जान और माल को कोई खतरा न हो ।

छोटे स्टेशनों पर आप देखेंगे कि बुकिंग आफिस पर एक नोटिस लगा रहता है कि एक घंटा पहले बुकिंग आफिस खुलेगा लेकिन बुकिंग आफिस किन्हीं कठिनाइयों के कारण या जानबूझकर समय पर नहीं खोला जाता है । जब काफी भीड़-भाड़ खिड़की पर हो जाती है तब टिकट दिये जाने लगते हैं । इसका नतीजा यह होता है कि जो टिकट लेने वाले होते हैं, उनसे कई बार पैसे ज्यादा ले लिये जाते हैं और टिकट कम का दिया जाता है या टिकट किसी स्टेशन का मांगा जाता है और वे किसी और का दिया जाता है, कभी पैसे कम वापिस दिये जाते हैं और कभी ज्यादा दे दिये जाते हैं । इस वास्ते मेरी आप से प्रार्थना है कि बुकिंग आफिस को जो समय उसके खुलने का हो, उस समय पर खुलवाने का आप प्रबन्ध करें और जितने लोग टिकट लेना चाहें, उनको सबको गाड़ी के आने से पहले टिकट मिल जाया करे और कोई दिक्कत न हो ।

बड़े-बड़े जो स्टेशन हैं, वहां पर टिकट के अलावा एक और बड़ी दिक्कत का सामना करना पड़ता है । जो सीधे सादे लोग होते हैं, जो अनपढ़ लोग होते हैं, जो देहातों से लोग आये होते हैं, उनको कुली लोग भरमाते हैं और कभी कभी ऐसा होता है कि उनकों गाड़ी पर चढ़ाने के वे दो दो रुपये ले लेते हैं और उनको देने पड़ते हैं । गाड़ी तक पहुंचाने और उसमें चढ़ाने के काफी पैसे लोगो से ले लिये जाते हैं । इस स्थिति में भी सुधार रेल विभाग को करना चाहिये ताकि जो लोग जाना चाहें वे सुविधा से जा सकें और उनको इस तरह से पैसे देने पर मजबूर न किया जा सके ।

दूर-दूर की यात्रा करने वाले लोग जिन को रात रात भर या एक रात से अधिक रात यात्रा करनी पड़ती है, उनके लिए स्लीपर कोचिज का प्रबन्ध होना चाहिये । अभी आपने स्लीपर कोचिज दिये हैं लेकिन जहां तक हम लोगों का सम्बन्ध है, उनको पता नहीं चलता है कि लोगों को स्लीपर कोच लेने में कितनी दिक्कत होती है । स्लीपर कोच साधारण लोगों को भी मिलनी चाहिये । साधारण व्यक्ति अगर स्लीपर कोच में अपना स्थान सुरक्षित कराना चाहे तो वह ऐसा आसानी से नहीं कर पाता है । इस स्थिति में भी सुधार होना चाहिये ।

सेकिंड क्लास का भी अभी आपने किराया बढ़ाया है लेकिन पिछले दस वर्ष से सेकिंड क्लास के मुसाफिरों को आपने कोई भी सुविधा नहीं दी है । मैं प्रार्थना करता हूं कि या तो सेकिंड क्लास के मुसाफिरों को आप सुविधायें दें और अगर ऐसा नहीं करते हैं तो सेकिंड क्लास को बिल्कुल हटा दें । अगर आप सेकिंड क्लास के यात्रियों के लिए सुविधाओं में वृद्धि नहीं करते हैं तो सेकिंड क्लास को बनाये रखना बेकार है ।

जो दूर तक चलने वाली गाड़ियां होती हैं, जो लम्बी चलने वाली गाड़ियां होती हैं उन गाड़ियों को तेज चलाने का प्रयास आप करें । इनको तेज चलाने में अगर कोई परेशानी होती है बीच के स्टेशनों के यात्रियों को तो उनके लिए आप पेसेंजर ट्रेन्ज बढ़ा कर उनकी परेशानी दूर कर सकते हैं । 11 अप-12 डाउन गाड़ी का जिक्र अभी आया है । यह कानपुर और इलाहाबाद के बीच बहुत ही धीमी चलती है और मैं कह सकता हूं कि मालगाड़ी और मुसाफिरगाड़ी की स्पीड पर ही यह चलती है । इसकी स्पीड भी तेज होनी चाहिये ।

81 अप-82 डाउन वाई-बीकली मुगल सराय से हो कर पास करती है । इसको वाई-बीकली न रख कर अगर तीन दिन पटना से हो कर पास करवाये और दो दिन गया होकर

[श्री रामशेखर प्रसाद सिंह]

तो मैं समझता हूं कि पटना से जाने वाले लोगों को भी सुविधा हो सकती है ।

अगर आप किराया बढ़ाना चाहते हैं तो बढ़ाये लेकिन इस तरह की जो शिकायत है कि एक रेलवे का दूसरी रेलवे से समन्वय नहीं होता है दोनों के जो टाइम टेबल होते हैं, उनमें कोई समन्वय नहीं होता है, वह होना चाहिये । एक आदमी कटिहार से दिल्ली जाना चाहता है तो वह लखनऊ मेल से अगर लखनऊ आता है तो दोनों के सम्बंध में ऐसा होता है कि महीने में बीस बार गाड़ी छूट जाती है । ऐसे ही कलक्ता से एन० ई० रेलवे पर आ कर उत्तर बिहार उस पार जाने वाले लोगों की गाड़ियां छूट जाती हैं । इस वास्ते मेरी प्रार्थना है कि जब कभी टाइम टेबल बने तो एक रेलवे दूसरी सम्बन्धित रेलवे से राय ले कर उसको बनाया करे और ऐसे टाइमिंग्ज रखे जायें ताकि लोगों की गाड़ियां न छूटे और उनको सुविधा हो ।

जहां तक रिजनल रेल यूजर्ज कंसलटेटिव कमेटीज का सम्बन्ध है उनको और इफैक्टिव बनाया जाना चाहिये खाली टाइम टेबल के बारे में ही उनकी सलाह न ली जाए बल्कि उनको और भी इफैक्टिव बनाया जाए ।

पटना में पुल बनाने की बात भी बहुत दिनों से चल रही है । उत्तर बिहार और दक्षिण बिहार को अगर आप जोड़ना चाहते हैं तो पटना में गंगा पर पुल आप बनाये । इसका सर्वे भी हो चुका है लेकिन अभी तक नहीं बना है । मैं आशा करता हूं कि इस ओर भी ध्यान दिया जाएगा ।

Shri Muthiah (Tirunelveli): Mr. Deputy-Speaker, Sir, the Indian Railways are the biggest and most successful public sector undertaking in the country with assets exceeding Rs. 3,000 crores, with an annual revenue of Rs. 630 crores and with more than 12 lakhs of employees.

The budget estimates indicate increases in both freight rates and fares. The increases in freight rates affect a few commodities; coal, foodgrains, kerosene and export of iron ore have been exempted from the increase. The increase in passenger fares is expected to yield an increase of Rs. 13½ crores. The increase in freight rates will fetch an additional revenue of Rs. 21 crores.

I come to the recent railway losses in 1964-65. First I will refer to the Dhanushkodi cyclone. The loss caused by it is more than Rs. 1 crore. An unprecedented cyclone hit Rameswaram island on 22nd December 1964. Several people were washed away by the tidal waves. 124 out of the 145 girders on the Pamban bridge were swept away by the furious waves. A passenger train in Rameswaram island was engulfed by high tidal waves. Thanks to the untiring efforts of our Railway Minister, his colleagues and his staff, the Pamban bridge was rebuilt within 60 days in a marvellous manner, and the train service has been resumed from the 1st of this month. By this achievement, the Railway Minister and his colleagues and his staff have earned the gratitude of millions of people in this country.

I will next refer to the loss caused by the language riots in Madras State. The loss to railway property alone is more than Rs. 1 crore. Stations and coaches were burnt, signals and rails damaged and records and tickets destroyed. Our hearts shudder when we think of the unprecedented violence that shook Madras State in January and February 1965. Never before had such mass violence occurred in the history of Tamil Nad, known for its sobriety and stability, its love of law and order. At first it was a peaceful and spontaneous agitation of students arising from their genuine apprehensions concerning their future careers. Later, it was exploited by certain interested political parties and several anti-social elements. Now the langu-

age problem has become the most explosive problem in the South, particularly in Madras State. Only an amendment to the Official Languages Act, incorporating the assurances of the late Prime Minister, Nehru, and the present Prime Minister on the continuance of Hindi can allay the apprehensions of the people of Madras State.

Mr. Deputy-Speaker: How is the language issue relevant in a discussion on the railway budget?

Shri Muthiah: I come to the Tirunelveli - Kanyakumari - Trivandrum railway line. I am happy to find from the speech of the hon. Railway Minister that the preliminary survey and the final alignment survey have been completed and the project reports are being finalised. This line, which is long overdue, is being delayed for the last several years. This line should be constructed at least in the first year of the Fourth Plan, that is 1966. This line would prove to be a boon to several thousands of pilgrims and tourists to Kanyakumari, which is the land's end. It will also stimulate the establishment of several industries in Tirunelveli and Kanyakumari districts with their rich potentialities of unexplored mineral wealth.

There is an imperative need for the Tiruchirapalli-Tuticorin broad-gauge line in view of Tuticorin port becoming a major harbour.

There is supreme necessity for an over-bridge at Tirunelveli junction level-crossing. The absence of such a level-crossing is causing untold hardship and suffering to lakhs of people. In the peak hours of the morning, between 9 and 12, passengers have to wait for more than thirty minutes on both sides of the gate when the gate remains closed for some train or even for shunting purposes. Students, teachers, lawyers, clerks, shop assistants and office employees, all of them suffer much inconvenience at that time, because the gate is closed. One sees a long line of buses and cars, cycles and carts standing for two furlongs on both sides of the gate when it is closed. In course of time, the queue will become one mile long. The Tirunelveli municipal authorities and the Madras Government have pleaded paucity of funds for the construction of this overbridge. As the suffering of the people is increasing because of the absence of this bridge, I submit that the Central Government has to take the initiative and help the people of Tirunelveli by constructing this over-bridge. I would request the hon. Railway Minister to visit Tirunelveli as early as possible and see for himself the miseries of the local people and then take steps immediately for the construction of the overbridge.

There should be a siding from Ambasamudram railway station to Ambasamudram quarry site, a distance of three miles. It has become most urgent now, because big stones and boulders have to be transported from Ambasamudram to Tuticorin harbour site to commence the construction of the breakwaters.

Lastly, I would like to make a few suggestions. There should be automatic signals with colour lights. Stop boards should be put up on both sides of unmanned level crossings with the caution "Stop and proceed" to avoid accidents. The speed of long distance trains should be increased. There should be a phased programme for replacing steam traction by diesel and electric traction. With these words, I support the railway budget, as presented by the Railway Minister.

Shri Tridib Kumar Chaudhuri (Berhampur): Mr. Deputy-Speaker, Sir, I think, the Budget by the hon. Railway Minister comes rather as a warning not only to railway planning as such but also to general economic planning. Of course, we are not surprised at the fact that he has proposed rather large increases in freight rates and fares because we all know that traditionally the railways and particularly the railway users are regarded by the Railway Ministry as the proverbial hen that lays the golden

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egg. The public would be thankful if they do not get killed at the end.

I have said that this Budget has come as a warning. The total volume of traffic for which the Ministry planned has failed to materialise. I have certain figures with me which show—and the Minister has admitted it—that even with regard to the last year the total volume of traffic that was envisaged and planned for failed to materialise. The development programme for the railways in the Third Plan was drawn up in relation to a traffic of 245 million tonnes estimated in 1965-66. We are nowhere near that target and if the present figures indicated a trend, it may be that the volume of traffic for which we have planned may not materialise at all.

In the Third Plan it was said—I think, it was wisely said—in view of the fact that the capital-at-charge invested in the Railways has sharply increased over the past ten or fifteen years:—

> "*Prima facie*, it is desirable that financially the Indian Railways should not take the downward path followed by railway systems in other countries."

But the trend shown by the volume of traffic clearly indicates that, maybe, we are also heading the same way.

The capital-at-charge in 1950-51 was Rs. 834 crores; in 1960-61 it was Rs. 1,559 crores and at the end of the Third Plan it would come to Rs. 2,313 crores; that is, from 1950-51 to 1965-66 the capital-at-charge would increase nearly three times but the freight and traffic earnings have already started showing a downward trend. I do not know who is to blame for that. The blame should not attach to the Railway Ministry alone; I think, the Planning Commission and the Government as a whole should share the blame. All are to blame. They must take a second look at the whole thing and not merely take resort to the easy way of going on increasing freight rates and passenger fares because in the end that might also start giving diminishing returns.

Having said that I draw the attention of the House to another matter. In the course of the last few days we have been given two reports, one of the Public Accounts Committee and one of the Estimates Committee, pertaining to Railways as also one Audit Report. I do not have the time at my disposal to go through the details, but if you take a look at the observations of the latest report of the Public Accounts Committee that has been placed before us, you will find that there are as many as 79 items and in all those items the Committee has had occasion to find serious fault with the railway administration.

I have been rather intrigued to find one expression persistently occurring in the course of these paragraphs, namely, "Railway Ministry", "Railway Administration". I would like very much to know the distinction between the two. The railway administration, if I understand the legal position, is the Railway Board together with the administration of the zonal railway committees. If that is left out, the Ministry means the three Ministers and their personal assistants or secretaries. That is all. Who is to remedy these serious defects? Some of the lacunae pointed out by the Public Accounts Committee and the Audit Report have been continuing for years.

Even in regard to the Supplementary Demands for Grants here is an interesting observation in the Audit Report (Railways), 1965:—

> "During the year under report, (that is, 1964) 17 supplementary grants aggregating Rs. 5,764 lakhs were voted by Parliament".

Then, the Comptroller and Auditor General goes on to observe:—

> "The 2 supplementary grants for a total of Rs. 11·50 lakhs relating to Grant No. 2—Revenue—Miscel-

laneous Expenditure, proved wholly unnecessary as the actual expenditure did not even come up to the original grant."

Then, it goes on to give the figures. I do not have the time to read out the whole thing, but, I hope, hon. Members would look into it. From 1959-60 to 1963-64 there have been similar instances where supplementary grants were asked for which were not necessary. Then the Audit Report goes on to point out other things like inadequate and injudicious surrenders and so on. These things have been commented upon by the Public Accounts Committee as well.

As I was saying, who is going to remedy these things? In this connection, I have a suggestion to make to the Government, not to the Ministry alone. We have been functioning, so far as the railway administration is concerned, under the system of board administration and when Shri Patil headed the Transport and Communications Ministry which controls the Posts and Telegraphs Department, he introduced the board management there also. I do not know the legal position so far as the Posts and Telegraphs Board is concerned, but so far as the Railway Board is concerned, it is an *imperium in imperio* and it becomes very difficult for anyone, particularly for the lay public, to reach the *sanctum sanctorum* of the Board premises and get their viewpoint accepted. I will cite many instances showing how cavalier attitude is taken by the Board in regard to public demands. But before I come to that, I have one suggestion to make to the Government. The Parliament has appointed a Committee on Public Undertakings with regard to public sector projects. Of course, we have the Estimates Committee but the Estimates Committee can only take up one Railway or one particular part of the expenditures and estimates occasionally and that is also doing the *post mortem*. So, why not have a Parliamentary Committee for Railways so that the Parliament can extend its control and exercise the control, on behalf of the public, a little bit more effectively? There are, of course, the consultative Committees. But this device was introduced by Shri Jagjivan Ram, when he was the Railway Minister, in order to give the Members of Parliament an opportunity to place the users' points of views and the view-points of their constituencies before the Ministry and save the Budget time for discussing the larger policy questions pertaining to Railways. The Railway Consultative Committee is hardly a device by which Parliament can exercise proper control over the Railway administration, whether that be the Board or the Ministry, or whatever it is. There must be a committee with the powers of the Estimates Committee but dealing only with the Railways. I propose with all the earnestness at my command that such a committee should be set up as early as possible. Also, the Railway Standing Finance Committee may also be revived. Some such device should be there so that the Railway Board may not have this kind of unfettered control over everything and doing everything according to their sweet will.

How does the Railway administration or the Railway Board move in various matters? There was one very small demand on behalf of the State of West Bengal about the Purulia-Kotsila railway. That is a small narrow-gauge railway. The way in which the Railway administration in the South-Eastern Railway has been managing it is really throttling that narrow-gauge line. We had the occasion to meet the then Railway Minister, Mr. Dasappa, in 1963 and then again we met the present Railway Minister and certain Members of the Railway Board where even the Chairman was present. Because there is a good deal of clamour and because the State Government of West Bengal do not want that narrow-gauge railway to be closed, they are extending its life by six months and six months and running that line on loss. No provision has been made and nothing has been done to undertake the engineer-

[Shri Tridib Kumar Chaudhuri]

ing survey, although it was promised to us several times, in order to transform this narrow-gauge into a broad-gauge line.

Now, I was rather amused to find in the list of new surveys under the Eastern Railway which should be undertaken, a new survey for the preliminary engineering survey on the broad-gauge line in the area served by Ara-Sasram Light Railway. I hope the Minister of State for the Railways would not find fault with me because this happens to be.....

Dr. Ram Subhag Singh: Neither Ara nor Sasram is in my area.

Shri Tridib Kumar Chaudhuri: I know that only a few months back he visited Ara . . .

Dr. Ram Subhag Singh: I visited also Purulia-Kotsila and I visited Murshidabad and Berhampur also.

Shri Tridib Kumar Chaudhuri: I do not blame.....

Dr. Ram Subhag Singh: You can make a demand. But this is totally illogical because he does not understand the importance of the area. That is a wrong anology. To impute motives is totally incorrect.

Shri Tridib Kumar Chaudhuri: You have misunderstood it completely.

Dr. Ram Subhag Singh: You must talk in a proper way.

Shri Hari Vishnu Kamath (Hoshangabad): Let him stand and ask, show proper courtesy to the House.

Dr. Ram Subhag Singh: I do so and I did stand.

Shri Maurya (Aligarh): The hon. Minister is not expected to guide the hon. Member as to how to speak.

Dr. Ram Subhag Singh: I am also a Member.

Shri Tridib Kumar Chaudhuri: I have not made any personal allegation.

Shri Maurya: You have no business to guide us.

Shri Tridib Kumar Chaudhuri: With regard to the Purulia narrow-gauge Railway being transformed into a broad-gauge railway, a proposal and a request to undertake a survey was made not only by private Members but I can say boldly also by the West Bengal Government. The West Bengal Government made that suggestion, as far as I understand—if my memory does not fail.....

Dr. Ram Subhag Singh: You also want the Constitution to be changed. So, that type of suggestion will not be entertained.

Shri Tridib Kumar Chaudhuri: You are not to entertain it. The Parliament is the authority to entertain it.

Dr. Ram Subhag Singh: I am a Member of Parliament.

Mr. Deputy-Speaker: Order, order.

Shri Tridib Kumar Chaudhuri: I want that the Railway administration, the Railway Board, should be more responsive.

Then, I come to the other thing. As regards the Circular Railway Project for Calcutta, that is also not the proposal of a few private Members. Several committees went into this question. The Minister here, only last November, made a promise that this thing has got to be done and that they will do it. But I was surprised to find that no provision in the Budget has been made or there is no indication whether this would be undertaken. Almost simultaneously, as the Budget was being presented, the Chairman, Railway Board, met the press and said that they have received no request from the West Bengal Government—at least the Board has not received any request from the West Bengal Government—for undertaking any survey with regard to the Circular Railway Project. I do not have the time at my disposal to go into details of the Circular Railway Project but

from 1948 onwards several committees, very high-powered committees, went into the question and they had all recommended the construction of this Circular Railway Project. I can say here on authority that both the Chief Minister of West Bengal and the Minister for Transport and Finance have written to the Railway Minister—I do not know whether they have written to the Board—Mr. Patil and he has made a promise that this thing would be examined. But I do not know how long it will take to examine this question. I am very sure that this thing is not getting under way and even a modest request for undertaking a fresh survey is not being entertained because certain Members of the Railway Board are prejudiced against this project. I had occasion earlier, when Shri S. K. Patil was in charge of the Irrigation Ministry and also when he was in charge of the Transport and Communications Ministry, to cross swords with him with regard to the Farakka barrage project. There was then the same opposition from the Government and the administration, but this Parliament had succeeded in getting over that opposition, and the Farakka barrage project is a reality now. I hope that Government would give serious thought to this project also, and it would become a reality.

As the Chief Minister of West Bengal had occasion to remark, if the traffic problem of Calcutta is not solved, there will be a breakdown which will be disastrous not only for the State of West Bengal but would have larger consequences and far-reaching consequences on the rest of the country as well.

Shri Shankaraiya (Mysore): The Indian Railways are one of our biggest national undertakings, and I have no doubt that they have done good work and there has been considerable development. But, unfortunately the development has not been uniform throughout the country and there has been lop-sided development. While development has taken place to a considerable extent in some areas, certain other areas have been completely neglected. And the Mysore area is one such neglected area. The Mysore State has been claiming certain railway lines which are justifiable on all grounds, but these lines have been denied to that area, and a step-motherly treatment has been meted out to this area.

श्री हुकम चन्द कछवाय : मेरा एक व्यवस्था का सवाल है । हाउस में इस समय कोरम नहीं है ।

Mr. Deputy-Speaker: The quorum bell is being run. . . . .

Now, there is quorum. Shri Shankaraiya can now continue his speech.

Shri Shankaraiya: Out of the eight divisions on the Southern Railway, two of them lie in the Mysore State, and they are the Hubli and Mysore divisions. The development that has taken place in the Southern Zone has mostly taken place in the other divisions, while these two divisions have been totally neglected. They have been treated almost as orphan divisions. If an enquiry were to be instituted, it would prove that not even five per cent of the amount spent for the development of the areas in the Southern zone has been spent on these two divisions and thus these two divisions have been treated almost as orphan divisions.

The Mysore State had a railway of its own, and it was integrated in 1950. At that time, it had several schemes in view. One was the Hassan-Mangalore railway line, and the other was the Satyamangalam-Bangalore railway line, apart from the various other schemes. But for the last fifteen years, not even an inch of line had been added in the Mysore State area. But it was after a herculean effort that the Hassan-Mangalore railway line was sanctioned. The Railway Board was deaf to all our demands and cries, and all our cries were falling flat on their deaf ears, and it was only when we approached the late Panditji, our revered Panditji that we were able to get this line and

[Shri Shankaraiya]

harbour, because he knew and he understood the injustice that had been done to this particular area, he ordered the sanctioning of the Mangalore harbour and the Hassan-Mangalore railway line. But even then, what has happened? The boon was given, but to our greatest surprise the Railway Board announced that it would be only a metre-gauge line. It is a well-known fact and the Ministry themselves have accepted it, that a harbour should be linked by broad-gauge. But here was an announcement that it would be a metre-gauge line. We protested against this. Even then the Railway Board refused to change it to broad-gauge straightaway but instead they said that they would have a survey for a broad-gauge track but in the meanwhile they would only have the metre-gauge line. We cannot understand why this kind of different standards are applied to different areas.

14 hrs.

We have also been pointing out to the Ministry that a large amount of ore has to be transported from the Bellary-Hospet area to Mangalore and Karwar ports, and, therefore, we have been asking for a broad-gauge line for this purpose. These are the nearest routes from which the manganese and iron ores could be transported so that they could be exported from those places for the purpose of earning foreign exchange. And we have been asking for the necessary railway links for this purpose. When the Hassan-Mangalore railway line has been sanctioned, naturally to enable the Bellary ore to move to Mangalore, the small distance between Rayadrug and Chitaldrug has to be linked. This is the nearest route which we have been asking for. This has been denied and has been put in cold storage. Again, we have been asking for the Hospet-Kottur line to be linked with Harihar so that the ore could move up to Mangalore. But we have been denied of this also, and the Railway Board are not doing anything in this regard. Again, in order to enable the Hospet iron ore to move to Karwar, we have been asking for a line from Hubli to Karwar, which is a distance of only 80 miles, but the Railway Board are not doing anything even about this. Instead they say that we may carry the ore by road. On the one hand, the Railway Board says that metre gauge is enough, while on the other they say as per their own admission and by their own actions that a broad gauge line is necessary. For instance, for moving the Hospet and Bellary iron ore towards the Madras area, they have sanctioned a new broad-gauge line to link Hospet and Guntakal, but to carry the same over to Mangalore, the nearest port, they provided only a metre-gauge line. I do not know what the meaning of this inconsistent policy is. When we want to transport the ore at a cheaper rate to Mangalore and Karwar, they deny us necessary railway links nd the board gauge but they sanction a broad gauge for transporting the ore to the Madras area, which is of a longer distance, more than a hundred miles difference. I do not know the meaning of this. Evidently, it means 'Like good boys, if you want to transport your ore to Madras, you may do so in the broad gauge, or else, if you want to transport it to the western side, you may transport it to Goa', but if you want to transport to Karwar or Mangalore you will have to open a metre gauge. I do not know why this kind of discrimination should be there. Is it not politics? I would like to ask whether this discrimination can be justified on any grounds. Why should they not provide a broad-gauge line from Hospet to Mangalore which is a legitimate demand and shortest in distance? Only two small links between Rayadrug and Chitaldrug and between Kottur and Harihar are to be linked up. The Hospet-Kottur line is already there, and only a small link is required between Kottur and Harihar. The shortest line is between Karwar and Hubli and yet it has not been even considered. I would like to point out that it is a question of earning foreign exchange. We are losing

foreign exchange by the non-construction of these lines. If iron ore or manganese ore is to be transported to Madras area, then it costs more. It is simple economics that when the cost of production and the transport charges are less, we shall be earning more foreign exchange. But instead of earning this foreign exchange, we are losing it. Because of this wanton discrimination in the case of the Mangalore and Karwar ports only a metre gauge line is provided to Mangalore, whereas a broad gauge line is being provided towards the Madras area and the Goa side. I do not know how this could be justified. Can this stand to reason? Is it a fair and equitable treatment? Is it not a stepmotherly treatment that you are giving? This is the straight question that I want to ask.

With regard to the Karwar port, I would submit that that is the nearest port to which the ore from the Hospet area could be transported. And yet we are not having the necessary railway link for this purpose. Unless these railway links are provided, the development of this particular area would not take place to a sufficient extent. I would submit that the present attitude of the Railway Board and the Railway Minister is not justifiable. I hope, therefore, that due consideration will be given to this matter.

Dr. Ram Subhag Singh: I may tell my hon. friend that that very thing is being done at the suggestion of the Transport Ministry. They decide which port should be developed, and on the basis of whatever they have suggested, we are planning the railway lines. It is not correct to say that the Hassan-Mangalore railway line is not based on the broad-gauge system because that also is simultaneously being done.

Shri Shankaraiya: I could not follow what the hon. Minister has said. Otherwise, I would reply to him.

Again, coming to the Satyamangalam-Chamarajanagar railway line. I have to trace this from the Guntakal area itself. From Guntakal to Bangalore, it is having the heaviest traffic both in respect of passenger and goods traffic. We have been trying for the improvement of this line and also for providing a broad-gauge line here. They have taken up the increasing of the line capacity of the route from Guntakal, Dharmavaram, Pakala and Katpadi. But from Dharmavaram towards Bangalore side, they have completely neglected. Then between Mysore and Bangalore, it is having the heaviest traffic, both in respect of passenger traffic and goods traffic and it pays the highest dividends to the Railways . The Mysore Government decided to have a broad-gauge line and have it electrified also. This is a very crowded line. This line was laid during the times of the famine. Not one inch of this line is improved. No amount has been spent on this line in spite of fifteen years after integration. It is a pity that nothing has been done. The Bangalore Circular Railway is being put into cold storage. When I put a question with regard to the electrification of the Bangalore-Mysore line being converted into broad-gauge and electrified, the Board gave a reply saying that there was so such scheme. They reply even without verifying records. It is a pity. On the other hand, I would like to bring to the notice of the hon. Minister the speech made by Shri Hanumanthaiya in 1950 on the floor of this House. He said:

> "Lastly, you will permit me if I speak about my own State. We wanted to introduce electrification of the railway line between Bangalore and Mysore. That was a Government scheme. Meanwhile our railway system has been integrated and the responsibility has passed to the Centre. I wish the hon. Minister implements this scheme. We prepared an estimate for it, and there is plenty of power available. This scheme, if it is put through, will ultimately benefit not merely Mysore; it will be the precursor of electrification of railways throughout the country.

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I am personally wedded to the electrification of railways throughout India because the coal that we are getting from our country, I am told, can be used for different and more useful purposes. We have not got petrol, and out of coal we can make synthetic petrol. From the standpoint of self-sufficiency, we must ultimately have to electrify the whole of our railway system. It may not come in the next two or three years; it may be in the next ten or fifteen years. Whatever be the period, our ultimate object should be to electrify the railways and to divert our coal for other industrial purposes."

This is from Lok Sabha Debates—Provisional Parliament—Vol. I—part II. —page 795.

The present Chief Minister of Mysore, Shri Nijalingappa, offered that he would supply electricity at a cheaper and concessional rate for the development of the railway, particularly for electrification. What we find is that it has been put into cold storage. It has not received its due consideration, but it is put in cold storage.

Coming to Mysore-Chamarajanagar railway line, which is nicknamed as Southern railway "tramway service", I would like to say that, it is on the working of this line that the Railway Board has collected and furnished statistics and come to the conclusion that the Satyamangalam-Chamarajanagar railway is not financially feasible. The distance between Mysore and Chamarajanagar is 61 kilometres. It takes three hours to travel. This line is not being properly developed. How can they make use of it? Hence the statistics furnished by he Railway are incurrent and misleading.

Sir, recently, about two months back, myself and Shri Siddiah, M.P., and others submitted a Memorandum to the hon Minister. We got a long and prompt reply, saying that it is not financially feasible. If it were a reasonable reply, I would have submitted to it. It is a stereotyped and stock reply that was given to us. The hon. Minister has not been furnished with full information and he has been merely made to sign.

In this connection, I would like to quote from a speech of the late Shri Gopalaswamy Ayyangar regarding the financial feasibility of this line and its importance also. I will read the relevant portion. It was on a cut motion moved by Shri Ethirajulu Naidu. I had moved a cut motion in 1950 in connection with the need for the construction of Hassan-Mangalore-Malpe line which has now been sanctioned after 15 years. But with regard to the cut motion, relating to failure to connect Chamarajanagar and Sathyamangalam-Erode line, Shri Gopalaswami Ayyangar said:

"I shall only say that I have every sympathy with the proposal my hon. friend has put before the House. If I may inform the House about my own experience of this particular line, it goes, so far as my memory goes back to about 43 years when I happened to be in charge of a small portion of the Coimbatore district. On that occasion, I had myself reported on the financial prospects of this particular line. I remember that I had recommended this line at that time, but it has not yet materialised up-to-date. The present position is this. Surveys have been completed for a line from Chamarajanagar to Coimbatore or Mettupalayam, and the decision at present is that it is much better to have the terminus at Coimbatore rather than at Mettupalayam. This line passes through some very difficult ghat country and the cost of that portion is perhaps heavy, and while the hon. Member was sure about the financial prospects of the line, the reports that we have say that it would not pay the usual minimum return. I happen to know the lay of the land there and also that this section will

serve the area which will come under Lower Bhawani project, and so I thought that the estimate I had received rather under-estimated the financial prospects of the line. It had been decided practically that we should take up this line as soon as possible. The surveys have been completed. The actual survey report is being compiled and as soon as it is received, we shall promise that I shall expedite this promise that I shall expedite this matter as much as possible before I cease to have anything to do with these matters. I should like some beginning to be made on this line."

This was in 1950, and this was the considered opinion of the late Shri Gopalaswami Ayyangar. After 1950, what have been the improvements, and industrial development in this area have also to be taken into consideration. First defence and security considerations require that we should have this line linked with Coimbatore, because if on account of any emergency, the Jalarpet-Salem-Coimbatore line were to be affected, this line will be an alternative line. Secondly, it will be shortest route towards Cochin, the western coast and south-eastern coast opening trade and commerce with Cochin, Cannanore and Telachery.

Third, apart from the defence and security aspect, there is the consideration of running a through line from Delhi to Cochin. When the Khandwa-Hingoli link was given, this is the only bit that has not been linked up.

Fourth, as regards the financial aspect, since 1950 several industries have developed by the side of this line. Two big sugar factories have come up, two cotton textile factories have been established, and one more is under erection at Chamarajanagar, two paper mills have been set up. Besides, there are several other industries. There has been a considerable progress in that area in the industrial field. It will connect the two important industrial centres Bangalore and Coimbatore. It is common knowledge that throughout the country both passenger and goods traffic has increased. Yet here is a Board displaying a mentality oblivious and behind to all these developments giving the same stock answer that it is not financially feasible. In the end I only want to utter a word of warning here and now that if timely action is not taken in sanctioning this Satyamangalam railway and respect shown to the views of Shri Gopalaswamy Ayyagar, and the promise made by him on the floor of this House fulfilled, things will move beyond control to a point which the Railway Ministry may not relish.

श्री ना० शि० पटेल (बुलसार): उपाध्यक्ष महोदय, हमारे रेल मंत्री श्री पाटिल ने जो रेल बजट पेश किया है, उसके लिए मैं उनको बधाई देता हूं । कल हमारे एक माननीय सदस्य श्री भागवत झा आजाद ने कहा कि श्री पाटिल और डा० राम सुभग सिंह दोनों बुद्धि में भी तकड़े हैं और काम में भी अच्छ हैं और शरीर में भी तकड़े हैं । जब वह यह बात कह रहे थे तब हमारे पाटिल साहब का जो रिएकशन था उसको मैं देख रहा था । पाटिल साहब ऐसे हाथ हिला रहे थे । मेरा यह विश्वास है कि इस सदन में सदस्यगणों ने जो जो बातें कही हैं और जो जो बातें वे रेल विभाग के सम्बन्ध में कहेंगे उन पर हमारे मंत्री महोदय अवश्य विचार करेंगे, गम्भीरता से सोच विचार और जितनी जल्दी हो सकेगा उतनी जल्दी उनको पूरा करने की कोशिश करेंगे ।

हमारे त्रिवेदी जी ने आज कहा कि मिनिस्टर साहब क्या कर सकते हैं । जब उन के पास इतना बड़ा और लम्बा चौड़ा कारोबार हो तब उनके जो आफिसर्स हैं, जो सैक्रेटरीज हैं, व जो भी बातें उनके सामने रखते हैं, वे उनको माननी पड़ती हैं । लेकिन मेरा खयाल है वे बड़ी गम्भीरता से उन पर सोच-विचार करते हैं । हमारा जो कर्तव्य है उसको हम निभाते हैं और उनका जो फ़र्ज है उसको वे निभायें । हमारा फर्ज यह है कि हमारे निर्वाचन क्षेत्रों से जो बातें सम्बन्धित हैं, उनको हम मिनिस्टर साहब के सामने रखें और मिनि-

[श्री ना० ति० पटेल]

स्टर साहब का यह कर्त्तव्य है कि जहां तक हो सके उनको वे मानने का प्रयास करें । अगर वे उस पर गम्भीरता से विचार करते हैं तो उस से हमें खुद को भी सैटिसफैक्शन मिलता है ।

मैं गुजरात की तरफ आपका ध्यान खींचना चाहता हूं । झूंड कांडला रेल का काम शुरू है । कांडला चूंकि फ्री जोन होगा, इसलिए उसके महत्व से इन्कार नहीं किया जा सकता है । उसका महत्व इसी से आंका जा सकता है कि सात तारीख को हमारे प्रधान मंत्रीजी उस फ्री जो की ओपनिंग के लिए जा रहे हैं । लेकिन मैं कहना चाहता हूं कि उसके लिए पैसा जो मुकर्रर किया है, वह कुछ कम है । उस में बढ़ोतरी होनी चाहिये और जो एक साइड से काम शुरू किया गया है, वह दोनों साइड्ज से शुरू आपको करना चाहिये ।

जैसे कांडला पोर्ट है वैसे ही सूरत के पास हमारी मगदल्ला पोर्ट है । सूरत और मगदल्ला के बीच करीब आठ मील का अन्तर है । दो साल के अन्दर अन्दर उस पोर्ट का काम भी शुरू हो जाएगा । सूरत और गुजरात स्टेट में दिन प्रतिदिन इंडस्ट्रीज बढ़ रही हैं, वहां का इंडस्ट्रियलाइजेशन हो रहा है और वहां के मर्चेंट्स चैम्बर ने और म्यूनिसिपैलिटी इत्यादि दूसरी संस्थाओं ने भी सूरत मगदल्ला के बीच जो आठ मील का अन्तर है वहां रेलवे लाइन डालने का सुझाव रखा है और मैं आशा करता हूं कि इस पर सहानुभूति से विचार किया जाएगा । यह कुछ लम्बा चौड़ा मार्ग नहीं है। सूरत के पास मगदल्ला पोर्ट के सिवाय दूसरी कोई पोर्ट नहीं है । इससे सूरत तथा गुजरात को भ महत्व मिलेगा, उसका महत्व बढ़ जाएगा और लोगों को भी सुविधा होगी । मैं चाहता हूं कि इस सुझाव पर आप सहानुभूति से विचार करें।

माननीय पाटिल साहब ने अपने बजट भाषण में इंगतपुरी तक इलैक्ट्रिफिकेशन की बात कही है। इसके लिए मैं उनको मुबारकबाद देता हूं । मेरा खयाल है कि उन के ध्यान में यह बात नहीं आई कि यह जो चीज है यह भी मैं आपके नोटिस में लाना चाहता हूं और आशा करता हूं कि इसको भी करने की आप कृपा करेंग ।

अभी वैस्टर्न रेलवे में विरार तक इलेक्ट्रिफिकेशन है । विरार से अहमदाबाद तक कितना ट्रैफिक है और खास करके बम्बई से बड़ौदा तक कितना ट्रैफिक है, इसको भी आपको ध्यान में रखना चाहिये । इसके बारे में मैं एक सुझाव देना चाहता हूं । चौथी योजना में कम से कम विरार से वलसर तक के भाग का एक स्टेज में इलक्ट्रिफिकेशन कर दिया जाना चाहिये, दूसरी स्टेज में वलसर से बड़ौदा तक और तीसरी स्टेज में बड़ौदा से अहमदाबाद तक इलैक्ट्रिफिकेशन कर दिया जाना चाहिये । यह सारा काम चौथी योजना में पूरा कर दिया जाना चाहिये । विल्लीमीरा बगाई सेक्शन नैरो गेज है, जहां पर डांग का बड़ा भारी फारेस्ट है। फारेस्ट से बहुत लकड़ी आती है लेकिन वहां नैरो गेज है। इस नैरो गेज को ब्राड गेज में बदलना चाहिये और इस को नवापुर तक बढ़ाने का जो सुझाव वहां के लोगों ने रक्खा है उस को स्वीकार कर के वहां तक बढ़ाया जाये ।

थर्ड क्लास पैसेन्जर्स को सुविधा ज्यादा देनी चाहिये । यहां के सब मेम्बरों की राय ऐसी है, पाटिल साहब की राय ऐसी है, सब की राय ऐसी है। लेकिन जब बम्बई से बड़ौदा तक बम्बई बड़ौदा ऐन्ड सेंट्रल रेलवे बड़ाई गई थी तो वीरार से बड़ौदा तक जितने छोटे रेलवे स्टेशन्स थे वे करीब करीब सौ साल से वैसे ही चले आ रहे हैं ।

श्री हुकम चन्द कछवाय : उपाध्यक्ष महोदय, मेरा व्यवस्था का सवाल है । अभी एक घंटा भी नहीं हुआ जब कि कोरम बेल

बज चुका है और ह उस में अब फिर कोरम नहीं है।

Mr. Deputy-Speaker: The Bell is being rung.—Now there is quorum. The hon. Member may continue.

श्री ना० नि० पटेल: मैं कह रहा था कि वीरार से बड़ौदा तक के बीच में जो छोटे स्टेशन्स हैं उन के ऊपर आज से 100 साल पहले से जैसे शेड चले आ रहे हैं उन में कोई बदलाव नहीं दिखाई देता। इस के ऊपर ध्यान देना चाहिये। छोटे स्टेशन्स पर थर्ड क्लास के पैसेन्जर्स होते हैं। उन के लिये दस दस बारह बारह फीट के जो शेड्स 100 साल से चले आ रहे हैं उन में कोई फर्क नहीं आ पाया है। इस की ओर ध्यान दिया जाना चाहिये।

दोहद स्टेशन के पास और बड़ौदा सिटी स्टेशन के पास जो रोड ट्रेफिक के लिये ओवर ब्रिज है उस का काम जल्दी पूरा होना चाहिये क्योंकि वहां के लोगों को इसके बिना बड़ी दिक्कत है।

बम्बई अहमदाबाद के बीच में थोड़े समय से गुजरात एक्स्प्रेस ट्रेन चलती है। वहां पर कितना ट्रेफिक है उस के आंकड़े रेलवे मंत्रालय के पास हैं। वह ट्रेन सुबह चलती है और शाम को बम्बई पहुंचती है फिर बम्बई से सुबह चलती है और शाम को अहमदाबाद पहुंचती है। लेकिन इस के साथ में कोई डाइनिंग कार नहीं होती है। फर्स्ट क्लास के पैसेन्जर भी इस में काफी होते हैं सैकेन्ड क्लास के भी काफी होते हैं और फर्ड क्लास के भी काफी होते हैं इस लिये इस ट्रेन के साथ डाइनिंग कार की सुविधा जरूर होनी चाहिये।

अब मैं अपने चुनाव क्षेत्र की बात करता हूं। हमारे देश में आजादी के पहले एंजिन नहीं बनते थे, डब्बे नहीं बनते थे या इस तरह की दूसरी चीजें नहीं बनती थीं। उस वक्त सूरत से बापी तक एक शट्ल ट्रेन चला करती थी। लेकिन जब हमारे देश में एंजिन और डब्बे बनने लगे हैं, सब कुछ बनने लगा है, तब यह शटल नहीं चलती है। आज करीब चार साल हो गये जब से हमारे मर्चेन्ट चैम्बर ने, म्यूनि-सिपैलिटी ने, कांग्रेस पार्टी ने, जितनी ऐसो-सिएशन्स हैं हर एक ने जनरल मैनेजर के सामने रिप्रेजेंटेशन किया है, जब भी वह वहां आये हैं, कि हमारे यहां ट्रैफिक बढ़ता जा रहा है, तब कम से कम पहले की तरह से सूरत से वापी तक जो शट्ल चलती थी वह शट्ल क्यों नहीं चलती है। इस के ऊपर कोई ध्यान नहीं दिया गया। श्री पाटिल से मेरी नम्र प्रार्थना है कि कम से कम सूरत से डहाणु तक या बापी तक एक शट्ल ट्रेन जल्दी से जल्दी चलाने का बन्दोबस्त करें जैसी कि वहां के लोगों की मांग है।

अभी हमारे यहां रिमाडेलिंग का काम शुरू हो रहा है, लेकिन रेलवे की रिमाडेलिंग के कारण सड़कों पर कितनी मुसीबत होती है यह मैं आप के ध्यान में लाना चाहता हूं। बुलसर के पास रेलवे यार्ड है। उस की ईस्ट साइड में रेलवे का गटर है। बुलसर में 80 से 100 इंच तक बारिश होती है। इस साइड का जो पानी होता है रेलवे का उस को छिपवाड़ के पास जो एक कल्वर्ट है उस तक ला कर डाला जाता है। बारिश के दिनों में वहां पर तीन तीन फीट या चार चार फीट पानी भरा रहता है है और वहां पर जो बसें चलती हैं, जिन से बुलसर के करीब 60 या 70 गांवों का कनेक्शन होता है उन को बड़ी परेशानी होती है। जो बच्चे बुलसर जाते हैं वे पानी की परेशानी की वजह से स्कूल नहीं आने पाते। आज कल जो गुड्स शेड की रिमाडेलिंग हो रही है उस के ऊपर से रेलवे क्रासिंग करने से ऐक्सिडेंट्स भी हो जाते हैं। मैं डी० एस० को बारिश के दिनों में वहां ले गया। सब कुछ उन्होंने देखा लेकिन कुछ नहीं हुआ। इस लिये मेरा सुझाव है कि ईस्ट साइड का जो गटर है उस के पास कोई ढाई या तीन फर्लांग पर जो एक नदी है उसमें उस पानी को छोड़

[श्री ना० नि० पटेल]

दिया जाये, जैसे कि वेस्ट में है। अगर ऐसा कर दिया जाये तो सारी प्राब्लेम साल्व हो जायेगी।

आखिर में मैं एक बात कहना चाहता हूं। हमारे यहां शेड्यूल्ड ट्राइब्ज और शेड्यूल्ड कास्ट्स के कितने आदमी हैं रेलवे के अन्दर इसे देखना चाहिये। हम ने इन के लिये अपने कांस्टिट्यूशन में भी लिखा हुआ है। जनवरी महीने की 8 तारीख को पर्सोनेल आफिसर रिजर्वेशन की चिट्ठी मेरे बम्बई ऐड्रेस पर आई उस में लिखा है था कि हमें शेड्यूल्ड ट्राइब्ज के कैन्डिडेट्स नहीं मिलते हैं। आप के पास हों तो भेजिये। वह चिट्ठी 13 तारीख को मेरे घर पर पहुंची और मेरे लड़के को मिली। 16 तारीख को मैं अपनी कांस्टिट्एन्सी बुलसर में गया तो मेरे लड़के ने कहा कि यह चिट्ठी आई है। 17 तारीख को रविवार था। अब मैं इस के लिये किस से कहूं। 18 तारीख को मैंने एक चिट्ठी लिखी सूरत के पेपर "गुजरात मित्र" को और "प्रताप" को कि आदिवासियों की भलाई के लिये आप अपने पेपर में मेरी चिट्ठी को छाप दें। उन दोनों पेपर्स ने अनाउंस किया। अगर मैं पेपर में निकलता तो मेरे 50 या 60 रुपये खर्च हो जाते। उन्होंने अनाउंस किया तो मेरे पास 400 ऐप्लिकेशन्स आई। उन में से 300 ऐप्लिकेशन्स को मैंने मि० ब्राउन के पास, जो कि पर्सोनेल आफिसर हैं, भेजा। मेरा कहना है कि जब जब शेड्यूल्ड ट्राइब्ज या शेड्यूल्ड कास्ट्स के लोगों को भरती करना हो तो इस के लिये "टाइम्स" या "फ्री प्रेस" ऐडवर्टाइजमेंट के लिये उपयुक्त स्थान नहीं हैं। उन को कोई शेड्यूल्ड कास्ट्स या डेड्यूल्ड ट्राइब्ज का आदमी पढ़ता नहीं है। जो वहां के रीजनल लैंग्वेजेज के पेपर्स हैं उन में ऐसे ऐडवर्टाइजमेंट्स देने चाहिये। आप कहते हैं कि कैन्डिडेट्स मिलते नहीं हैं। लेकिन अगर आप ठीक से ऐडवर्टाइज करें तो आप को हजारों की संख्या में लोग मिलेंगे। इस लिये मेरा सुझाव है कि शेड्यूल्ड ट्राइब्ज और शेड्यूल्ड कास्ट्स कैन्डिटेट्स के लिये ऐडवर्टाइजमेंट इंग्लिश पेपर्स में नहीं रीजनल लैंग्वेज के जो अखबार हैं उनके अन्दर निकाले जायें।

Shri Priya Gupta (Katihar): I rise to speak on the Railway Budget presented by a "Bird of passage", prepared by a "Bird of permanent nest". I will preface my remarks by saying that while this Budget was being prepared, there was a warning in the form of the accident caused in the South in Rameswaram-Sethubandan, and as an Indian I believe that this forewarning implied many things, and that is why as a result of that the freight rates were increased, and many other difficulties and hardships have been faced by the animate and inanimate parts and parcels of the railway organisation as well as the public.

Speaking on the increased passenger fares I may say that for the last so many years, from 1952 to 1962, there has been an increase on six occasions, and if the records are correct, in first class the increase has been 35 per cent, in second class 25 per cent and in third class 23 per cent. It is all very well to say that for the purpose of revenue and savings it is necessary to increase freight rates and fares. This has been supported, according to the party whip, by some of our comrades of Treasury Bench also. But what does the third class passenger find in any train, the third class passenger who is the greatest source of income of the railways? In any train he finds that there are first class bogies, air conditioned bogies, so many second class reserved compartments, so many third class long distance compartments, so many third class sleeper coaches so many third class sitting two-tier compartments, and leaving out the ladies reserved compartment, only 1|20 of the total third class sitting accommodation is available for him.

Under the Indian Railways Act it is an offence to travel in a train by catching the handle or on the footsteps, but the railway officials, gazetted officers and railway magistrates do not take cognizance of this offence and allow this to go on, because they feel that if they want to enforce this regulation it will be impossible for them to run the trains, because the public will not understand what the law is, and if they have to travel, they will travel.

In view of these conditions I appeal to the Railway Minister that the fares of third class passengers should not be increased, until you ensure conditions in which they do not have to travel like cats and dogs, one on top of the other. At present, for six or seven hours in a mail train a man cannot use the latrine, not to speak of breathing the foul air in a crowded compartment. This is the condition of our travel. When the Government cannot provide the people with food, when the public are ill clad and without employment, of course this secondary wing of the Government, the Railway Ministry, may feel that it should meet out the same treatment to them, in which case I have nothing to say.

While justifying the increase in passenger fares, Shri Patil has also mentioned about the increase in the dearness allowance of the railway employees, to be one of the causes, but it is not a favour, a *baksheesh*, it is only the fulfilment of a commitment of the Government of India. They have said that if a railwayman works for the stated number of hours a day, he will get so much of real wages, and if the emoluments fall in terms of real wages, he will be compensated on a *pro rata* basis by increase in dearness allowance. So, it is not a *meherbani* or *baksheesh* but the fulfilment of the commitment of the Government of India. The railways are the first and greatest Government undertaking, and when the Government is compelling private enterprise *maliks* to fulfil their commitments, I do not understand why they should not fulfil their own commitments.

What is the basis of the award of the Das Commission which has been accepted? The General Secretary of the Railwaymen's Federation, Shri Peter Alvares, the President, Miss Maniben Kara, and all the working committee members have justifiably said that it is useless to go and place our suggestions before the Das Commission, since the Commission was constituted on such terms of reference that it could not deliver the goods, fulfil the purpose for which it was constituted.

As regards dearness allowance, I do not understand what is being given to us. Please see the history of it. When the dearness allowance problem first came after Second Pay Commission what the Ministry said—the Labour Ministry, the Finance Ministry, everybody said about it. And what was the decision? The decision was that there was not much of increase in cost of living and, that the one rupee ten naye Paise increase in D.A., if given to the class IV employees, will neutralize the rise in the cost of living.

But when the demands for commensurate increase in D.A. were pressed they had to submit. When I say 'demands' I mean this. It is like this. When you make your submissions in a memorandum you say the same thing, you advance the same argument and the same justification; but it does not carry any weight. But if you go on a demonstration and shout the same things, it has got some effect. And D.A. was increased. It is just like this. Take a glass of water, it has no colour, it is colourless. But when the same water is sprinkled against the sun it catches seven colours. So, demonstration and expression of things in that way is nothing but the same argument and the same justification but putting it in colour, in seven colours. I am submitting what I feel.

As regards grain shops, during the Chinese aggression in 1962 the Gov-

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ernment gave a pledge. What did the Government pledge? That for all industrial workers foodgrains will be made available. And what did the Railwaymen want? They wanted foodgrains at rates at which their pay was fixed, keeping in view, of course, the shortfall of Rs. 45 initially—that is, in place of Rs. 125 they were given Rs. 70 plus Rs. 10 by the second C.P.C. The railwaymen wanted subsidised grain shops. They demonstrated, to the extent of forty-thousand men, in India's capital, Delhi, before Rail-Bhavan. And I do not know, the Railway Board officers, and the Ministers, did not even come out and say, "Yes, we are here to hear you, we are hear to receive your submissions or to consider about them." None did come, all doors were closed. Unfortunately I was in jail and I heard about it. They should have at least had the courtesy to come out and say, "Well, what have you got to say, come on." किस. को पटने तो गया नहीं था । They did not come.

Anyway, when the Railway Minis-met our representatives he very nicely gave the deal: he said, his Railway Ministry is prepared to bear the extra expenditure for obtaining the food and delivering it to the railwaymen—I am correct, Sir, he said so—and what was standing in-between? Unofficial commitment. What is it? If the Food Ministry can ensure even flow of food. I do not understand whether Mr. Patil is speaking on behalf of the India Government and Mr. Nanda, the ex-Labour Minister, was speaking on behalf of the Government of USSR or USA, or whether these two Cabinet Ministers belong to the same Cabinet, the same Government, or not. Because, fundamentally this Government has pledged to make foodgrains available to industrial workers. That remains certain. So, the question of availability of foodgrain and then bearing the difference in expenditure does not arise. And therefore I do not find why subsidised grainshops cannot be made available to them.

And then, "Frontier Allowance," Three Advanced Increments for the Assam railway workers. Assam, North Bihar and North Bengal, economically bad tracts of the farthest part of India, are served by the smallest railway, to which I belong, I mean the North-East Frontier Railway. And when I say and justify that the three increments should be given to the class III and the class IV staff, the point is not that the justification for it is being denied; because, the Railway Minister has accepted the justification and the demand, and all class I gazetted officers have been given this benefit and privilege of being allowed the three increments. When, after passing from the Baroda training school or from any other place of posting, the officers come to be posted in North-East Frontier Railway, to the Railway Board they tell:

"हुजूर कैसे जायें, बड़ी तबलीफ है, बहुत खर्चा है तो उनको कहा जाता है—

They are told: well, you will get three advance increments. And regarding class III and class IV staff, they are not given the same. The poor-paid staff are not getting it. You might say that these people do not incur so much of expenditure. But today a Lahiri, Banerjee, Mukerjee, Prasad, Singh or Baijal who may be a Chairman, may also become a class III or a class IV staff. So the standard of living difference is not so much a point as not to justify the grant of the allowance. That is my submission. Regarding the frontier allowance, the North-East Frontier Railway is serving the frontiers, NEFA and Nagaland. The other government employees posted there, are getting the allowance. Look at the Border Roads Organisation, a civil wing under the Defence Ministry. They are getting the same allowance. Posts and Telegraphs are getting it already. May I submit to the Railway Minister, he had been to Pandu and he promised to consider these three items—this frontier allow-

ance, these three advance increments and subsidised grain shops—when our union submitted a memorandum to him. I will be very grateful if he will kindly consider that.

Then, causal labour. Well, Sir, excuse me, I will take a little time to describe about the hardships and difficulties of two groups, the animate part of it and the inanimate part of it. The inanimate part is the bogies, the engines and the coaching stock; and the animate part is the people, the labour working there.

The casual labour, one of the animate parts of the railway organisation, unfortunately, is destined not to have the advantages of other animate parts working there For the last ten years our All India Railwaymen's Federation have had discussions with the Railway Board and questions have been put in Parliament by us all, and today the position regarding casual labour is crystal clear. It has come down to three things. Firtly, if there is a class IV vacancy in the open line, temporary or permanent cadre, on the first day of appointment of the man as class IV it must be in the CPC scales; there are no two opinions about it. Secondly, when it is a question of construction works in the Railways, they will be given CPC scales, provided they continue to work for six months. And thirdly, if the work be in the project, then whatever be the period of their working as casual labour—whether it is one year, two years, seven years, ten years—they will never be favoured with the CPC scales.

I come to the very principle of the determination of wages. If we go to the "Baniya Companies" they have got their own way of determining it. If you approach the Government of India they have got a fixed way of determination of wages. This Parliament has made Acts and laws for the country for the determination of wages. For the Central Government employees the CPC has decided. For the other workers, the Minimum Wages Act is there.

I do not understand one thing. When I say about these three classes of class IV employees in the very first stepping-stone, I can tell you the Railway Board's orders have have been there. But the zonal Railways, the district officers, the divisional officers misinterpret the very principle of the Railway Board's decision. And even in the number-one category, that is open line temporary and permanent cadre, they compel the workers to remain for more than six months till they get the CPC scales. And in the second one, namely construction works the casual labour is taken to work for five months and twenty-nine days, then discharged in the afternoon and reappointed the next morning, so that six months may not be completed. Thus they try to save the money of the administration which they are wasting in the top cadre of the officers, just as we see in the case of the CTC scheme which was first given to the Assam portion of the N.F. Railway. It was never operated. Rs. 5 crores were wasted. It was decided to be operated in N. E. Railway in Chapra to Gorakhpur, sector, and again decided to transfer the CTC scheme to N.F. Railway in the section from Bongaigaon to Chansari. They have wasted money like that. And they want to make savings by denyin gthe legitimate claims of these proper classes.

What I wish to say is that the Minimum Wages Act is not followed, the CPC scale is also not followed. For the same type of work, for the same assignment of responsibility, for the same allotment and apportionment of duty why should there be a discrimination and why should their legitimate demands be denied to them? The Railway must have its own machinery for determination of the wages.

Now, about the marine staff. I had written to the Chairman and also to the Railway Board, but except for a reply from a junior subordinate ac-

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knowledging receipt of that letter, no further action had been taken. In the meantime, what is happening? Some have been discharged and some abruptly transferred to Eastern Railway. At the time of the Chinese aggression when a special crossing was to be arranged for the military at Tezpur, it is this marine staff which went there to the border and worked there, when Kaul fled away, when the Deputy Commissioner of Tezpur fled away and when the officers of the NF railway packed their wives and children in the second and third class compartments.... (*Interruptions*). I am only stating facts. So, during that time of hardship the marine staff remained there. Today due to the construction of the Brahmaputra bridge, I know that the marine staff will have to be wound up. Our NFR Mazdoor union two years ago had the foresight to anticipate this situation and this point was brought on th official agenda of a meeting with the General Manager, the meeting PNM (Permanent Negotiating Machinery) whose decisions are binding on the administration. Anticipating the events to come, the Administration was requested to do something and to arrange for the absorption of the staff. But what has been done? One fine morning, the district mechanical engineer (marine) transferred the staff to Calcutta, to the Farrakha barrage and the staff were told that their pay and everything will be paid there. I do understand that the Serange, Navigation Masters, Engine Drivers and some technical staff could not conveniently be absorbed in this Railway. But could not the others the semiskilled and the unskilled staff who could be absorbed here in this Railway instead of taking people from the open market, could not these staff at least be absorbed in this Railway itself? No, it was not done. We had to have some turmoils and hardships and after a week or ten days, this plea was accepted.....

Mr. Deputy-Speaker: The hon. Member must conclude now.

Shri Priya Gupta: I am the only speaker from the PSP. I think that we could get about 30 minutes.

Mr. Deputy-Speaker: You have already taken 20 mintes.

Shri Priya Gupta: I am the only spokesman.

Shri Sheo Narain (Bansi): All the Members should have equal opporunities.

Shri Priya Gupta: I was speaking about the marine staff. Now, the files of these peoples and service records were sent to Calcutta but then they are told: pay will not be be given for the period of transit and for those who opted to remain in N.F. Railway, it will be treated as LWP or LAP that is due. Is this fair? The NF Railway Administration say that the vessels had been sent over there and so they cannot be paid their dues. I put them a good question. The vessels had been sent six months ago. Were DME (marine) sitting tight till "Sadachar Samiti" reported on these things? I say, Sir, this. If you can pay them for six months in the absence of the vessels, could you not pay these people for these few days? I would request the hon. Minister to kindly see that these people were given their due share, their legitimate salary and absorption and reinstatement of discharged staff.

The S&C and BGCP workers in the NF railway had been working in the forests and jungles. I am very grateful for some of their cases being considered favourably. I pray to the Railway Board and the Ministry to kindly see that they are absorbed in the vacancies that may exist in the Railways, in the NF Railway and also in the other railways. It is not only the

nigh officials but these people also who have worked for the construction of these routes. Everybody knows that and the Chairman himself knows it because he was there for sometime. I suggest that the Railways write to all the General Managers to stop outside recruitment and give preference to these people in the filling up of vacancies. Besides, there is the border roads organisation, the M.E.S., the N.P.C.C. and the NBCC and the CPWD. Kindly see that our boys are not put as tally clerks and commercial clerks only because you cannot obsorb them as technical staff in one place. They have spend the money of their parents and got themselves qualified. Government says that we are short of technical staff. Kindly consider the cases of surplus staff of BGCP and S&C organisation of NF Railway.

Now, Sir, about safety. Safety is a very big word. I have been in the Railways for 23 years. There, safety is like this: I give only one illustration. Suppose an engine is unworkable on the line. The loco foreman forces the driver to accept such an engine. If the driver refuses, he is threatened with dire consequences. He has to and he takes the engine out. As soon as he reaches the outer precints, the safety inspector catches him: why did you take this engine out? How can you work it safely? If he goes this side, he is hanged and if he goes that side, he is hanged. Where shall that driver go? I know one instance and I can speak authoritatively about it. I have many other cases but for want of time I shall confine myself to one example. I can quote statistics. Every boiler has got its time, 15 years or 30 years. The engine itself has got its life. Most of our engines are in a dilapidated condition. I know that one locomotive engine was standing in the new Gauhati yard and the driver was standing by its side. A diezal engine passed in the next line and because of the jerks and vibrations created by its passing so near, the lever of the standing egine for putting it on the run, that starting lever of the standing engine fell into position and the engine began to run and it ran across three blocks sectors and the driver ran too and caught it. Then he was chargesheeted, a very nice chargesheet indeed: you were not on the engine. If not 'on' the engine, he was attending it; he was there and that is why he was able to catch it. That engine has got a history and I shall shortly narrate it. That very engine, the same engine was in the Pandu shed. One day, similarly, it ran out of the Pandu shed and dashed against the B.O.C. godown which was opposite and some lakhs of rupees had to be paid as compensation. But that engine was not overhauled or replaced. This is 'safety'. Bunch of circulars are issued by the Administration without the least attempt to see how they are implemented.

I want that the safety organisation should be entirely under the Ministry of Transport, not under the Railway, because if they remain under the same management they cannot go and tell the CME or the CE or the COPS the things in an effective way because they have to work under them. So, right from the lowest cadre to the topmost cadre, the safety staff, inspectors, etc. must be entirely under the Union Transport Ministry. Similarly the vigilance organisation, you have created, there has been an additional member for this, the director of vigilence, the vigilance inspectors, etc. and they must not be allowe dto remain under the General Manager. They will not have the courage to write against him or other executives. They must come under the Home Ministry or some other Ministry. The post of additional member should be upgraded to that of a full fledged member.

Coming to the Dhanushkoti disaster where 150 miles of railway line had been washed away and so many people died, how did it happen? Our Vice-president of the Southern Railway

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mazdoor union was the driver there and two firemen were the members of the union. Unfortunately, that wing of the AIRF, that is, the southern railway mazdoor union, has not been recognised by the Railway Board so far. What did they say? Could this not have been avoided? How did it happen like this? The notice about the cyclone had been received on the morning of 22nd December 1964 itself. Nagapattinam Observatory sent the message to all the people concerned. Secondly, the Port authorities also issued messages. Thirdly, the Marine Superintendent, Mandapam also gave notice of it. The earlier train coming from the opposite direction also gave the message. Still, in spite of all these warnings and knowing fully well that cyclone and high tidal waves were coming, the divisinonal operational department of the the Southern Railway allowed this train to proceed to Dhanushkodi. The whole train was swept away and 150 miles of rail-track was also swept away. Is it not criminal on the part of the railway administration to have given permission for this train to proceed as a result of which so many lives were lost and which cannot be compensated merely by your doles and compensatory allowances to the relatives of those who have been killed? Is that not a shame on the part of safety machinery of the railways? There should be a judicial enquiry on it.

The coaching staff and the goods clerks are given certain rates for booking of goods and they realise money at that rate from the merchants. All on a sudden the rates are changed and the new rates are communicated to the concerned staff who are asked to realise the difference from the merchants and contractors. After a period of six months, where are they to go and find out the merchants and contractors for realising this difference in the rates? If they don't realise this, then debits are raised against them. Then again, anybody can ask for allotment of wagons. After the wagons are alloted, if the parties don't turn up, then demurrage charge and fines are claimed against the parties, which similarly cannot be collected by the ASMs. Therefore, debits are raised against the ASMs. Is it fair that these people should be penalised for no fault of theirs? There should be final settlements for all this.

Then, there are two time-tables in the Railways. One is meant for the public, giving information about the arrival and departure of trains, and the other is a confidential time-table giving the mark of only 'D' which means departure time—the train will stop and go within 2 minutes. This is the internal instruction to the staff. It is impossible to receive and despatch a train within less than 7 to 10 minutes. False timing is also given in one of these time-tables which is not generally known to the public. The highly-paid transportation officers, who are framing transportation and general rules, subsidiary rules etc. say that the train will stop and go within two minutes. I cannot understand how they say this. This confidential time-table and also the other one meant for the public are given to the running staff, the station staff etc. We know how the confidential documents can be quoted especially after what Shri Kamath has placed on the Table of the House.

Lastly, I would like to say something about my own constituency. Katihar BG line has not been connected with the Katihar main station thus causing great hardship and inconvenience to the travelling public especially during night. My hon. friend. Dr. Ram Subhag Singh, the Minister of State in the Ministry of Railways, who is a man of integrity and very honest, promised to re-introduce Manihari Ghat and Sakrigali Ghat ferry service for the second trip with connecting trains in the NF Railway and Eastern Railway for the facility of passengers and for upliftment of undeveloped area of Purnea district in

North Bihar. I would request him to do something in this regard.

I do not understand one thing about the educational re-imbursement. The rules say that the educational re-imbursement will be Rs. 3 per month per student, but the Railway schools charge Rs. 4 per month per student. What is the benefit derived by the railway staff when the railway schools themselves charge Rs. 4? There is one more thing here. Bongaigaon and Mariyani schools were to be taken over by the Railway Administration for the benefit of the children of Central Government employees. After lengthy correspondence and counter-correspondence and after justification having been obtained, now they are not taking them over. Some decision must be taken immediately on this. Our demand about Night Duty Allowance, Wage Board, Winter allowance etc. be acceded to and . . .

Mr. Deputy-Speaker: Your Party has only 27 minutes. You have taken more time than that. You must conclude now.

Shri Priya Gupta: I will conclude now with this point. The running staff, the ASMS, SMs etc. are medically incapacitated because of hazardous work and because of exposure to inclement weather. They should be covered by declaring this as an occupational disease and their emoluments should be protected. I would also like to say something about the Isihara system of medical examination, which is now limited only to Class III and Class IV staff. I wish and I would also request that this system of vision testing (colour blind) should be extended to all the officers including COPs, District Operating Superintendents, etc. This test should be there for all in a uniform manner. I would also say that if this test is to be implemented by the Railways one the staff right from their appointment without waiting for periodical examination time, then 90 per cent of them would be declared unfit and the Railways will come to a stand-still.

Mr. Deputy-Speaker: Please resume your seat.

Shri Priya Gupta: I will finish. Regarding the quarters . .

Mr. Deputy-Speaker: Order, order, Order. Shri M. R. Krishna.

15 hrs.

Shri M. R. Krishna (Peddapalli): Mr. Deputy-Speaker, Sir, the Railway Minister deserves congratulations for the railway budget and for his very eloquent speech. He deserves congratulations not because he has done anything spectacular to improve the working conditions of Class III and Class IV employees in the railways or for giving any extraordinary concessions to the poorest third-class travellers, but he certainly deserves congratulations because of his magnetic brain to grasp the problems and also for his inventive zeal to find solutions for the problems whenever he wanted to solve them.

The Railway Minister has taken one important decision which was pending before the Railway Board and the Ministry for quite a long period. During his time, it has materialised, for which most of us coming from the south-central area will definitely be thankful to him. The north-eastern zone has been created sometime back and with the experience that the Railway Board had, I think the Railway administration should be able to provide all the necessary facilities for the South-Central Zone to function properly. The inefficiency in the North-Eastern zone and the extra cost of operation were there for quite a long time and it took nearly four to five years for the Railway Board to bring down the cost of operation and to improve the efficiency there. This was probably because when the new zone was created, there, the railway administration did not take proper care to send really very efficient officers to that area and also to provide funds for the North-Eastern Railway to meet their commitments.

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The South-Central Zone which has now been created was formerly catered by a very important railway, namely, the Nizam State Railway. Amongst the various Indian railways, this was one of the well-administered railways with a lot of surplus funds and assets with it. Many of the assets were there when it was integrated with the Central Railway. It was not one of these railways which had integrated with a lot of liabilities. It had a lot of surplus funds. The Nizam State Railway had made certain commitments and surveys to develop that area which had been neglected for a long time. It is just ordinary custom that anybody who takes any responsibility should not only accept the assets but also the liabilities, but in this railway there was absolutely no liability but only assets. In spite of that, some of the very important rail links which should have been completed long ago have been neglected. The Nizam State Railway had forethought and they knew that this was one of the very important communication systems and they anticipated that the thermal power which is going to be produced at Ramagundam and sugar which is the main industry in Nizamabad would definitely increase the export, and with that view, they gave a very important priority to this rail link. But in spite of it, and in spite of almost everyone coming from that area agitating for it, and in spite of the then Government of Hyderabad and later on the Government of Andhra Pradesh asking for this land, the Railway Ministry has not done anything. Probably now, since the new zone has come up, the Railway Ministry will be able to provide funds not only to construct the office buildings but also to meet certain commitments like the railway link, etc.

There is also another aspect which I would like to stress upon. The Andhra Government has been good enough to give land for the expansion of the railways in this area at Secunderabad. They have given the Mealali area which is a costly area and which is also going to be an industrially very well developed area. I think the Andhra Pradesh Government has given it free, and even if they have charged anything, I think it must be a very meagre sum, compared to the price which the railways usually pay in other areas here. It should be the railways' duty to see that it should not be merely a goods siding but it is also developed into a very huge workshop. Formerly, when the Perambur workshop was started, there were facilities at Hyderabad to manufacture coaches and various other things. But due to various political reasons which we are unable to understand, the factory was started at Perambur. Even now, there is ample scope in Andhra Pradesh to start some manufacturing units of the railways in Hyderabad. The telecmommunication engineering section which is in Hyderabad is also doing very useful work. I think the Estimates Committee has also made a recommendation in one of their reports that this workshop should be developed to manufacture more and more equipment required by the railways.

I think some of my hon. friends coming from Andhra Pradesh have made mention about the bridge over the Godavari. This point has been emphasised by almost every Member of Parliament coming from that area. Probably, the people of the whole of Andhra Pradesh would be more agitated about it. It is not the amount which I have to stress because this road bridge is going to cost the Government hardly Rs. 2-1|2 crores, out of which the Andhra Pradesh Government has already spent some money and is still prepared to meet some more expenditure. They want some more amount to be given by the Government of India. The Government of India, particularly, the Railway Minister, who is really a great friend of Andhra Pradesh, will be able to find that much money, I am sure. But I would like to say one thing. The Ministers of the Central Government whenever they go to various States and when they find anything happening there, such as the collapse of a

bridge or any other thing, they immediately announce to the people there they would be able to find the money. They do not come to Delhi to find out whether there is enough money in the Delhi treasury to pay them. But they see the intensity of the problem and they understand the feeling of the people there and they understand the importance of the work, and therefore they make the commitment. Similarly, I think if any important Minister from the Central Government were to go to this area. I am sure he will have to make such a declaration and promise the people of that area that he will be able to find that much money because that is the way in which better feeling will have to be created.

Today, if a project is going to cost the State Government a lot of money, if they were to take the same work separately, and if the Central Government thinks that because it is going to be borne by the State Government, let them bear it, it is not a fair way of looking at things, whether it is the Central Government's money or the State Government's funds.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri M. R. Krishna: I should have at least 15 minutes.

Mr. Deputy-Speaker: He has taken 10 minutes.

Shri M. R. Krishna: I was told I will get 15 minutes.

Almost every Member has said that the Minister has not done well in increasing the third class fare. A man of the calibre of Mr. Patil, who has been very effective in all the ministries where he has served because of his dynamic personality should not come to the House and say that because coal production or steel production was not there, therefore the railways have to lose in their earnings. I thought Mr. Patil would depend more upon private industries to transport goods by the railways instead of depending solely on commodities produced by the public sector industries.

A man who sends his goods by rail is not sure that his goods will reach the destination in time and in perfect condition, and whether he will be able to get compensation in time if by chance the things are pilfered. These things generally prevent people from sending their goods by rail, and they prefer road transport, which definitely assures all these things. When stout and efficient ministers are manning the railways, they should be able to change the pattern and make the people feel that any goods sent by rail will reach their destination in safe condition.

The Minister has introduced a new system to check ticketless travel. He wants to give the assistance of the protection police to the checking staff. This is very good. More than that, his Ministry should create a feeling among the railway employees that everything connected with the railways is owned by the nation and it is the property of the railwaymen themselves. Many times, even though a railway employee is present there, he does not extend any kind of help to the ticket collector when he is confronted with ticketless passengers. Generally the ticketless passengers are not very polite they are rude and they do all kinds of tricks to cheat, abuse and insult the checking staff. So, whether it is a question of ticketless travel or railway property being stolen, every person working in the railways from the General Manager down to the ordinary servant should feel that he should not allow anything to happen which would damage railway property.

Many new railway lines have been proposed. I think Mr. Patil will be able to appreciate the rail link which I suggest, namely, Hyderabad to Bastar. This is a very important link. It has not been surveyed so far. But it has got so many things which are of a very important value and which will earn a lot of exchange for the Govern-

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ment of India, because a lot of goods will have to go through this route.

Lastly, when Rajas and Maharajas have given up the saloons and when the Ministers are not also allowed to travel by saloons, I do not see any reason why saloons are still being used by the railway officers. They may give some reasons, but I know they are not very reasonable. They generally misuse the saloons and therefore it is time for the Railway Board to prevent railway officers from using the saloons.

श्री हिम्मतसिंहका (गोड्डा) : उपाध्यक्ष महोदय, अभी मेरे मित्र ने कहा कि अफसरों को सैलून नहीं देने चाहिए। मैं समझता हूं कि उनको वे सैलून काम के लिए दिए जाते हैं और उनको वास्तव में उनकी आवश्यकता है। वे दस दस पन्द्रस पन्द्रह दिनों के लिए उनमें बाहर रहते हैं और उनको वहीं खाना पीना आदि सब करना पड़ता है। यह चीज उनके काम के लिए जरूरी है इसलिए इस पर आपत्ति नहीं करनी चाहिए।

एक बात मुझे देख कर बड़ा दुःख होता है कि जब रेलवे के अफसर बिना टिकट लोगों को पकड़ते हैं तो वे लोग उनसे मारपीट तक करने लगते हैं। मैं समझता हूं कि उनकी रक्षा के लिए सरकार को उचित प्रबन्ध करना आवश्यक है। अगर इसमें कमजोरी आवेगी तो यह जो अच्छे ढंग से काम चल रहा है यह बिगड़ जाएगा। सरकारी व्यापारिक संस्थाओं में रेलवे का काम सब से अच्छी तरह चल रहा है और इससे स्टेट को रेवेन्यू का भी काफी फायदा होता है। अगर इस में इस तरह की कमजोरी आ जाएगी तो बड़ा नुकसान होगा। इसलिए मेरा निवेदन है कि इन रेलवे अफसरों की रक्षा का समुचित प्रबन्ध किया जाना आवश्यक है।

एक बात मेरी समझ में नहीं आती कि बिना टिकट चलने वालों के बरुद्ध हमको जनता की सहायता क्यों नहीं मिलती। इसका कारण यह मालूम होता है कि अभी तक हमने लोगों में यह भावना पैदा नहीं की है कि लेलवे का सामान अपना सामान है। अभी तक लोग जैसा अंग्रेजों के जमाने में समझते थे वैसा ही समझते हैं। इस मनोवृत्ति को हटाना चाहिए ताकि लोग समझें कि रेलवे का नुकसान उनका अपना नुकसान है और रेलवे का अगर नुकसान होगा तो उसको पूरा करने के लिए उनको ही ज्यादा टैक्स देना होगा? अगर लोगों में यह मनोवृत्ति पैदा की जाए तो वे बिना टिकट चलने वालों के विरुद्ध हमको मदद कर सकते हैं। यह करना बहुत जरूरी है।

इस सम्बन्ध में मैं यह भी कहना चाहता हूं कि आजकल चैकिंग कम होता है। मैं कलकत्ते से चलता हूं और जहां तक मैं जाता हूं, मैं देखता हूं कि कहीं चैकिंग नहीं होता पहले जगह जगह चैकिंग होता था। मैं समझता हूं कि अगर चैकिंग को बढ़ाया जाएगा तो बिना टिकट चलने वालों की संख्या अवश्य कम हो जाएगी।

दो बरस पहले मैंने कहा था कि संथाल परगना बिहार का बहुत बड़ा जिला है पर इसमें किनारे किनारे कुछ रेलवे लानइ को छोड़ कर रेलवे लाइन का अभाव है। इस बड़े इलाके में कोई रेलवे लाइन नहीं है। अभी तक इस ओर कुछ नहीं किया गया। मैं जब पढ़ता था—जिस को आज 50–60 साल हो गए—तब से सुनता आता हूं कि इस इलाके में रेल आवेगी लेकिन अभी तक नहीं आयी। यह तो मैं नहीं कह सकता कि इस इलाके में किस प्रकार लाइन लायी जाए क्योंकि इसकी टैकनीक को मैं नहीं जानता, लेकिन इतना निवेदन करना चाहता हूं कि पीरपैंती से गोड्डा इलाके तक रेलवे लाइन होनी चाहिए। दो बरस पहले मैं ने कहा था कि जब तक वहां रेलवे लाइ नहीं बनती तब तक के लिए आउट एजेंसी

ही गोड्डा में दे दी जाए तो कुछ सहूलियत हो जाएगी । उस एजेंसी के लिये मुझ से कुछ नाम भी पूछे गए थे और मैं ने बताए थे । कई सज्जन इस के लिए तैयार हो जाएंगे क्योंकि इससे बहुत आदमियों को फायदा होगा । इससे सरकार को भी कोई नुक्सान नहीं होगा । मैं समझता हूं कि इस ओर जल्द ध्यान देना चाहिए ।

एक बात और कहना चाहता हूं । मैं ने देखा है कि जहां रात को दस या 11 बजे गाड़ी पहुंचती है वहां पर पहले दर्जे के डब्बों में जगह होते हुए भी लोग अन्दर से दरवाजा नहीं खोलते । इससे बड़ी कठिनाई होती है । जिन गाड़ियों में अटेंडेंट होता है, जैसे कि एयर कंडीशन्ड कोचेज में, उसमें तो यह दिक्कत नहीं है, पर अन्य गाड़ियों में यह दिक्कत होती है । मुझे अक्सर जसीडी स्टेशन से हवड़ा के लिए गाड़ी लेनी होती है, और मैं ने मिथिला एक्सप्रेस में भी यह देखा है कि रात के समय पहले दर्जे के मुसाफिर अन्दर से दरवाजा नहीं खोलते और जगह रहते हुए भी लोगों को दिक्कत होती है । जब रिजरवेशन स्टार्टिंग स्टेशन से न हो और किसी बीच के स्टेशन से कराया जाय तो जहांसे वह रिजरवेशन किया गया है उस स्टेशन वालों को चाहिए कि जिस स्टेशन से वह पैसेंजर चढ़ने वाला है उस स्टेशन के स्टेशनमास्टर को खबर भेज दी जाय कि उनके स्टेशन से फलां आदमी का रिजरवेशन हो गया है ताकि पैसेंजर को कोई असुविधा न हो और स्टेशन स्टाफ उसे रिजरवेशन की सुविधा दे दें और साथ ही उस पैसेंजर को भी मालूम रहे कि उसके लिए रिजरवेशन किया गया है या नहीं उस हालत में जब कि समय रहे, समय न रहे तो दूसरी बात है लेकिन यदि समय रहे तो जिस रेलवे स्टेशन से गाड़ी बैठने वाला है उन के पास इसकी पूर्व सूचना पहुंच जानी चाहिए ? इस तरह की व्यवस्था की जानी आवश्यक है ।

पहले भी मैं ने कई दफे कहा है और आज फिर रेलवे स्टेशनों पर सफाई की व्यवस्था ठीक करने की ओर रेलवे मंत्रालय का ध्यान दिलाना चाहता हूं । इस में कोई संदेह नहीं है कि स्टेशनों पर पहले से बहुत ज्यादा सफाई हुई है लेकिन अभी भी उसमें सुधार करने की काफी गुंजाइश मौजूद है । जो सफाई का काम करने वाले मेहतर जमादार आदि हैं उन के मन में अभी भी पूरे तरीके से यह बात पैदा नहीं हुई है कि स्टेशनों को हर समय साफ सुथरा बनाये रखना उनका कर्त्तव्य है । अगर यात्रियों द्वारा स्टेशन को गंदा किया जा रहा है तो सफाई के कर्मचारियों का फर्ज हो जाता है कि उनको ऐसा करने से रोकें । अगर नल बह रहा है और पानी बेकार जा रहा है तो उसे बंद करें, आवश्यक मरम्मत कर के उसे ठीक कर दें । अगर पाइप लाइन कहीं से फट गयी है और लीक कर रही है तो उसे दैस्टैज और उस के परिणामस्वरूप होने वाली गंदगी को तत्काल बंद किया जाय और आवश्यक मरम्मत कर दी जाय । मैं चाहता हूं कि समय समय पर रेलवे कर्मचारियों का ध्यान इन चीजों की ओर आकर्षित किया जाय । मैं आशा करता हूं कि मैं ने जो यह चन्द एक छोटी छोटी बातें रक्खी हैं रेलवे मंत्री जी और उन का मंत्रालय उन पर ध्यान देकर उन्हें सुधारने का प्रयत्न करेंगे ।

Shri B. K. Das (Contai): Mr. Deputy Speaker, Sir.

The Budget for the next year i.e., for 1965-66 has been based on the trends indicated in the budget of the current year. There has been a shortfall in the earning in goods traffic and also there has been an increase in the working expenses. Although there has been some increase in passengers' earnings, the main consideration is on the extent of development of the freight traffic that is expected during the next year.

[Shri B. K. Das]

In his speech, the hon. Minister has indicated that it will be to the tune of ten million tons and unlike the current year when our expectation of three million tons has not been fulfilled, he expects that this will go upto ten million tons. There has been a fall in the output of coal, iron-ore, iron and steel which might be 45 per cent of our railway tonnage. There is not much scope for the development of coal traffic. But, it is expected that during the coming year, with the expansion of these steel plants and commissioning of the thermal power stations and with the larger agricultural and industrial expansion, there will be better development of goods traffic and it may be expected that there will be at least ten million tons of additional traffic.

He has made a very strong case for enhancement of fares and freight because the expenses will also go up. There will be some impact of the proposals on the General Budget also. There is increase in tax rates on copper wire, steel etc., and it can be very well expected that this will have an effect on the cost of the railways. It is, therefore, very necessary that all this should be provided for, and the fares and rates proposed by the hon. Minister in his Budget Speech can be well supported.

There has been a proposal from an hon. friend in the Opposition that we may save Rs. 20 crores from the appropriation to the Depreciation Reserve Fund and it is unnecessary to appropriate Rs. 85 crores as has been proposed in the budget for the next year. I cannot support this proposal because I have always held that the Depreciation Reerve Fund i a very important wing of the finance of the Railways and our renewals and maintenance depend on the strength of this fund. The Development Fund i also very important and always the Railways should see to it that these funds are well developed and proper appropriations are made to these funds every year. So the proposal that some amounts can be deducted from these funds is not appropriate and this will not go to the strength of the Railways. We have seen in the report of the Committee that was appointed to look into the question of accidents that they were of the opinion that many of the accidents occur due to want of proper maintenance of our engines. It has been pointed out that 51 per cent of the accidents occur due to non-maintenance of engines in the proper order. The Depreciation Reserve Fund is the only way by which this maintenance can be done in the proper way.

In order that the financial condition of the Railways may be sound we should look to other things also. I do not want to say much about economy. That is always a point on which stress has been given. But I think that in a vast organisation like the Railways if in every part of it care is not taken about economy overall economy cannot be effected. I should, therefore, think that if any special week or a special month for economy is observed as the 'courtesy week', the attention of every one who is concerned with the railways may be attracted to that aspect and it will be possible to impress this matter on everybody concerned.

About avoiding infructuous expenditure that the Audit Report has drawn our attention to losses, nugatory expenditure and financial irregularities. I think it has already attracted the attention of the hon. Minister and the Railway Administration. In that report which has been supplied to us, for 1963-64, we have seen that in the Eastern Railway there was heavy shortage in stock verification of coal at Moghulsarai Loco Shed. A Loco Shed is a protected area and if proper care cannot be taken in such a place I do not see how pilferage can be prevented. The reasons given for such shortfall was that there was pilferage, overloading of tenders and also conversion difference. Giving allowance for all these

15·29 hrs.

[SHRI SONAVANE *in the Chair*]

श्री हुकम चन्द कछवाय : सभापति महोदय, मैं आप की व्यवस्था चाहता हूं । इस समय हाउस में कोरम नहीं है ।

Mr. Chairman: There is quorum.

श्री हुकम चन्द कछवाय : क्या यह उचित है कि हाउस में कोरम न हो और फिर भी सदन की कार्यवाही चलती रहे ?

श्री रघुनाथ सिंह (वाराणसी) : क्या माननीय सदस्य ने कोरम का जिम्मा ले लिया है ?

Mr. Chairman: I have counted the number of hon. Members present in the House. There is quorum in the House.

Shri B. K. Das: Giving allowance for all these, the net loss amounts to Rs. 3,90,303.

I want to draw the attention of the House to the report of the Estimates Committee which concerns the North-Eastern Railway. I will quote only one paragraph from that which reads:

> "The Committee are concerned to note that the percentage of claims paid on account of pilferage has increased from 66 per cent in 1962-63 to 68 per cent in 1963-64.
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> * * *
>
> The Committee would also like to draw special attention to the high percentage of claims arising out of non-receipt of complete packages or consignments and delay in transit. They note that the percentage of claims paid on account of loss of complete packages or consignments rose from 18.48 per cent in 1961-62 to 21:03 per cent in 1963-64."

This passage tells for itself. I think if unnecessarily claims are paid like that this will tell on the finance of the railways as it has already done.

Another reason for decline in railway goods traffic is road competition. This matter has already been discussed and it has been admitted that decline in railway goods traffic to a certain extent is due to the fact that some commodities are being diverted to road transport. In order that there may be co-ordination between road and railways this matter should always be discussed. Also, I think the quality of railway service should also be improved and proper attention should be given to that.

Sir, my hon. friend, Dr. C. B. Singh, speaking about the railway doctors has drawn the attention of the Railway Administration to a very important matter. They have their grievance and they have been trying to redress their grievances for a long time. But nothing has been done in that respect. 80 per cent of them belong to Class III subordinate service. They have a long-standing grievance and proper attention should be given to remove it.

Mention has been made about a circular railway for Calcutta. There is only one point to be considered in this respect. Of course, the hon. Minister is in sympathy with this proposal, but I think there is some amount of apathy from the side of the experts who are thinking of costs and who are thinking that they are not responsible for the needs of the passengers of Calcutta. I only request the Minister to consider whether it is proper that the railways should jettison at the outskirts of the city 4 lakhs to 5 lakhs of persons every day and say that their responsibility is over. They should accept some responsibility for taking this large volume of traffic to places nearer their business centres and they should do something about that.

Lastly, there has been some slowing down of the construction of the Panskura-Haldia line which was taken up some time back. I think attention should be given to this and this should be speedily done because Haldia is coming up very quickly. This line is very important from other aspects also.

[Shri B. K. Das]

Last time I pointed out that there will be an industrial belt round about Haldia and if Haldia is connected speedily by this railway line it will be possible for industries to develop all round it.

Shri Solanki (Kaira): Mr. Chairman, I am rising to speak on the railway budget. I welcome this budget. On the whole, it is a satisfactory budget from all points of view and I would like to congratulate the hon. Railway Minister, Shri Patil, for having done a splendid job in such a short time. My praise also goes to Dr. Ram Subhag Singh, who has done a splendid job in the railways. Whenever we had any difficulties or problems, he has personally attended to them and we have at least received replies to our letters, satisfactory replies from the Railway Minister. This is in contrast with the other departments of government. There is an instance where I have sent 40 reminders to one Ministry and still I have not received any reply. In the case of the Home Ministry, I have sent 8 reminders and still there is no reply. On the other hand, in the case of the Railway Ministry there is a sincere and honest attempt to understand the problem.

Coming to the increase in fares and freights, the increase of Rs. 20 crores which the budget shows is absolutely uncalled for. When we know that our country is at present facing an economic crisis, this increase in freight and passenger fares, particularly on freight, will affect the prices of lower commodities and there is the danger of the prices of those commodities rising if this additional levy is insisted upon. Although the increase in freight rates is on commodities which will not affect the price line, it remains to be seen whether in the long run they will affect the prices or not. For instance, items like cement, timber, pig iron, iron and steel scrap, they have a tendency to raise the prices. The hon. Minister himself in his budget speech has given expression to this fear by saying:

> "Thus, the budget is only for an estimated surplus of Rs. 29.24 crores in 1965-66 against the surplus of Rs. 49.24 crores actually achieved in 1963-64, even on a somewhat smaller capital, before rising food and other prices altered the position very substantially for the Indian Railways."

He goes further and says:

> ".....if costs rise further beyond the control of the Railways and of their capacity to absorb them, it may become necessary to make further adjustments . . ."

When the hon. Minister himself feels that there might bepossible rise in prices, this levy or tax on freight is certainly going to create that situation. Although the Railway Minister might say that it is not his fault, the additional tax on these items in the form of increase in freight is bound to affect the economic position.

Secondly, I want to point out that although ostensibly they have reduced the freight charges of certain commodities, it is an attempt to take away those commodities from the road traffic. The railways want to take away those commodities from road traffic and handle them by the railways. That is why they have reduced the rates for those commodities. I feel that it is very necessary that road transport should also develop. We have stated in this House times without number that there should not be any unhealthy competition between rail and road transport. So, there should not be any attempt to rob road transport of their legitimate share of transport of goods. Some of the items which have been taken away from road transport are carpets, rugs, hardware, linoleum, tea, cutlery, milk food, stationery goods, bicycle, hosiery, silk etc. These small items in small quantities for covering short distances are ideal commodities for road transport. The reduction in

their freight charges will adversely affect the road transport.

Coming to the increase in passenger fares, although the Railway Minister has promised to look into the matter of providing more facilities to the passengers, it still remains to be seen whether the second class and third class passengers will get those facilities in the near future. Many Members of this House have spoken in favour of the facilities to be provided to the second and third class passengers. The plight of those who travel by third class is unimaginable. There are regulations governing the loading of wagons with goods or cattle. But, surprisingly, there are no regulations governing the crowding of passengers in trains. The passengers are crowded into coaches in a worse form than animals. Many of the hardships and difficulties faced by the third class passengers are such that they are not faced even by animals when they are transported by trains. I would request the Ministry to do something for these passengers so that they get better facilities for travel with a little comfort for which they are now paying and they are going to pay a little more in future. My hon. friend, Shri Priya Gupta, stated that for the last few years the fares have been going on increasing. Therefore, these passengers have a right to ask for more facilities for the money they are paying.

So, my three points are the economic factor of the rise in freight charges, the taking away of the legitimate business of the road transport by the railways and, thirdly the provision of minimum facilities to the deserving third class passengers. Now I want to make a few more suggestions.

I will first take up the railway station at Ahmedabad, which is the capital of my State. A year ago, the railways constructed a new railway station there which has several platforms. Perhaps the railways thought that this will reduce the traffic at the old station as the traffic will be divided While dividing the traffic they have created so much of hardship for the passengers that I find it difficult to describe them. I have taken some photographs to show to the Railway Minister and I have every intention of showing them to him. He will observe that the passengers who are crossing the railway tracks or who are crowding on the platforms are put to a lot of difficulties. Moreover, whenever these passengers have to leave the platforms to go out to the city, the porters demand not less than Rs. 5 or 6 for even two pieces of luggage because the distance they have to travel is quite a bit, nearly a quarter of a mile and there is no bridge which directly takes the passengers from one end to the other. There are several bridges which they have to cross. They have to climb several steps and sometimes the passengers are forced to take their boxes or luggage separately by lifts while they have to climb the stairs. When they reach the other end, there is a mad rush and there is difficulty of identifying the luggage, whether the suit case and *bistar* are of this passenger or some other passenger. It takes nearly one hour to get out of the platform. I am a regular traveller by these trains and I have experienced these difficulties myself. There is nobody at the station to help us to overcome these difficulties. I would suggest that the hon. Minister should visit the platform in Ahmedabad station and see what chaos has been created there in the name of facilities.

Secondly, Baroda station is a very busy station. Trains for Bombay and Delhi pass through that station. There is only one small waiting room in the platform. Several Members of Parliament stay there during midnight for coming to Delhi because the Frontier Mail starts from there at 2 A.M. We have to wait all the time in the platform. There is not sufficient space to stay in the waiting room at the Baroda railway station. There are waiting rooms upstairs where you can occupy a room or where you can sleep . . . (*Interruption*); but if somebody has to wait on the platform, there is no

[Shri Solanki]

facility for passengers to wait there. These are two big stations in my State, namely, Baroda and Ahmedabad, which are facing these difficulties which can be cured if the Ministry would care to see to it.

Another thing that I wanted to draw the attention of the Railway Minister to was regarding night allowance for certain categories of railway workers. The Railways grant night allowance to certain booking clerks; side by side there are other clerks in the goods and parcel department who are also working during the night, but night allowance is given only to the booking clerks and the night allowance which should be given to the parcel and luggage clerks is denied to them although they are working side by side the booking clerks. They are putting in the same hours of work as the booking clerks, but the night allowance is given only to the booking clerks and not to the parcel and luggage clerks. This is something which is not fair and I will request the Ministry to look into this. They should treat them on equal basis. These other people who are working during the night should also get the night allowance.

The next thing that I wanted to point out is the punctuality of local trains. Some local passenger trains are regarded as wagon trains. They may take weeks to reach their destination. The local trains running between Baroda and Ahmedabad sometimes take hours together. Their being two hours' late is a very normal thing. I live in a village and if I have to catch a local train, say, at 12 o'clock, my villagers advise me, "You go walking thereby taking one hour more, you will catch the train even though it is to start at 12 o'clock". It has happened so many times that I have caught the train after the train hours and there has been no difficulty because most of these local trains go at such a slow speed which is slower than that of the proverbial tortoise.

Then, there is no facility given in these local trains. I am not worried about the time factor but about the hardship that passengers experience, particularly during the summer days when they have to sit in the coaches waiting for yard clearance. Sometimes the signal is not given and they are kept waiting. All these difficulties are faced by the second and third class passengers in the local trains. They may not observe absolute punctuality (*Shri Ranga*: Why not?) but to a certain extent they should observe it.

Talking of punctuality, there was recently an instance of even an express train being delayed. Recently I read a letter in the *Statesman* of the 7th January, 1965, by Miss Singh which stated that the GT Express was delayed for 1½ hours at the Delhi Station for the Minister of Steel and Mines. I would like to have a clarification from the hon. Minister of this. This letter appeared in the *Statesman* of the 7th January, 1965.

Lastly, the efficiency of the Railways is growing. The railway administration is doing a good work. I know, it is a very big task before them and these small thing might not be attended to at once. The railway administration is the only administration which is running efficiently and we have pride in it. We hope that this progress will be maintained in the coming year. It should be improved upon.

Railway revenues are doing very well from the economic point of view and I will request the Railway Minister to hold on to some of these revenues to be invested. They should not be distributed to the other departments. The tendency is that because the Railways are making a profit, everybody is waiting to take a share from the Railways' profits.

Shri Sham Lal Saraf (Jammu and Kashmir): Part of the common pool.

Shri Solanki: If it is a part, that may be so; but if it is the whole then

the taxpayer has to bear the burden and the economy has to bear the burden. Therefore we request that the Railways should invest that money in more efficiency, more speedy trains and better comfort for passengers.

That is all that I have to say.

Shri Jaipal Singh (Ranchi West): Mr. Chairman, I feel, I might say something against both the Ministers.

Shri M. R. Krishna: That is not fair.

Shri Jaipal Singh: They are both my friends, but I do not want them to be in the railway administration at all. They should go back where they were, both of them. Shri S. K. Patil was doing a first-class job in the Food and Agriculture Ministry and so was my young friend, Dr. Ram Subhag Singh, himself a very eminent, active farmer. I think, he is out of place where he is. By this I do not mean to say that they are not doing a good job where they are. But I do think that Dr. Ram Subhag Singh's weight is too much for the railway carriages. I do not think they can carry his weight and both of them together make matters worse.

I feel that this question of communications, whether we call them transport, railways or anything else, should be rationalised and they should come under one ministry. Roads, even air transport, water transport, railway transport should all come under one ministry so that there is no confusion. Today as we find ourselves, the railways are bound to have a sort of hostile attitude towards road transport because it might compete with them. That used to be the attitude of the old Railway Board. I think, after independence, there are far too many ministries just to provide jobs for people here and there. I feel that communications as a whole should be one. It would lead not only to economy in the matter of employing less politicians—ministers, deputy ministers, state ministers, parliamentary secretaries, secretaries and the like—but there would be rational thinking on that point. This is something that I have felt for a long time.

I am sorry, there is only one Cabinet Minister. I do not know whether there is one or two, how many are there. It is disgraceful that on a Budget which is perhaps, next to Defence, the next most important one, only the poor Minister of Railways should be present here and others are not here to listen. Even the Minister of Parliamentary Affairs is not there. It is a disgraceful affair that he is always absent.

I am almost a railwayman. I do not want to hurt the Members of Parliament when I tell them that I am shocked by the behaviour of the Members of Parliament as far as the railways are concerned. Here people talk and say, "Why have you increased the fare for third class passengers". Why do we not travel third class? Why do we have first class passes? I would like to know this. I travel a lot, not only by road but by railway, by air and otherwise. I have been shocked at the way railwaymen are offended by Members of Parliament . . . (*Interruption*). Please learn logic. I did not say, "every Member of Parliament"; I said, "Members of Parliament". They think that they are the only people who matter in the matter of reservation, facilities, amenities and the like.

I feel that enhancement in the fares is not high enough. I know, the trains are crowded; but what can the railways do? Have they the wagons and the locomotives? Have they?

An hon. Member: Yes.

Shri Jaipal Singh: I am sorry. I have been associated with this particular matter and I am surprised that Members of Parliament should not realise the difficulties of the Railways. Do you think that they are deliberately not running more trains? Is that what Members of Parliament think?

श्री रामेश्वरानन्द (करनाल) क्या सदस्यों का दिमाग खराब है जो वह गलत शिकायतें करते हैं ?

श्री जयपाल सिंह : स्वामी जी से मैं यही प्रार्थना करूंगा कि वह कुछ थोड़ा सा हिसाब किताब अच्छी तरह से करें ।

श्री रामेश्वरानन्द : मैं जानता हूं ।

श्री जयपाल सिंह : आप कुछ नहीं जानते ।

श्री रामेश्वरानन्द : मैं माननीय सदस्य से बहुत ज्यादा जानता हूं । मैं उनको पचास साल पढ़ा सकता हूं ।

श्री जयपाल सिंह : अगर वह मेरा भाषण नहीं समझते तो मैं हिन्दी में भी भाषण कर सकता हूं ।

श्री रामेश्वरानन्द : मेरे पास यंत्र है ।

Shri Jaipal Singh: The point is this. It is a fact that the mere enhancing of the fares is not going to reduce the tremendous congestion that is there in the passenger trains. You can double the fares but that will make no difference. You can enhance the rates but, I think, things will be the same. After all, what has happened? How many people travelled by First Class before? Who are entitled to First Class today? You just calculate it. Today what happens is that not only the Ministers there—I am not talking of the Railway Ministers alone—but also the Class I officers have to travel by first class, and even their P.As. The rules are like that. Then, the industrial development in the country has taken such a tempo that more people are travelling, and as far as the congestion of traffic is concerned, I am afraid the fares are not going to solve the problem.

There is one thing more about which particularly I must make a mention and that is the question of recruitment to the Railways. Now, here again, I have to criticise not the present incumbents but the previous incumbents. I will not mention names. But there was a Minister.....

Mr. Chairman: The hon. Member will remember that the present Minister is responsible for the Railways at present.

An hon. Member: Don't think of the past.

Shri Jaipal Singh: Sir, we cannot ignore the heritage that we have today. What is obtaining today has to be faced by the present Minister.

Take the Railway Service Commissions. How are they manned? Is my friend, Mr. S. K. Patil, satisfied that the people who are in the Railway Service Commission are the people who should be there? I will say "No more". I myself would say the whole lot ought to be sacked because they were brought in not by him but by somebody else before him on a caste basis.

An hon. Member: Not all.

Shri Jaipal Singh: The Railwaymen, the Railways, are the only organisation in this country that have an all-India perspective. It does not matter where you go. I have gone to all the 8 or 9 zones throughout the country. It is not a question whether I am a Punjabi, or I am a Madrasi or I am a Bengali, or anything else. I am a Railwayman. You find them all over the place. This is the only one unfied and united force in this country. But what has happened? One of his predecessors brought a very peculiar directive. Sir, you and I belong to the same oppressed, suppressed exploited group in this Indian community. So, I hope you will forgive me if I expect you to support me in my argumnet. The point is this. This particular Minister, some years ago, issued a directive that a particular section of the Indian community, a particular caste, should be automatically promoted.

Shri Dinen Bhattacharya (Serampore): Why don't you name it?

Shri Jaipal Singh: Use your imagination if you can.

Sir, my friend over there, you and I and even this fellow here, had something politicaly to gain by supporting a view like that. But it is not good for the country. When it comes to the intake part of it, the recruitment part of it, I think, the Constitution is there and the ratio, whatever it is, whether it is 5 per cent or 10 per cent, must be fulfilled. The Railway Service Commissions have failed in doing this.

Shri Radhelal Vyas (Ujjain): Sir, is it fair on the part of the Member to raise this point now? He has been here in the Parliament and the predecessor of the Railway Minister was also there. This point was never raised by him when he was the Minister. Now because he is not there, he is saying all this.

16 hrs.

Shri Sham Lal Saraf: The things may have come to light now.

Shri Radhelal Vyas: He did not know it then?

Shri Jaipal Singh: I am sorry that my hon. friend does not realise it. He has woken up a bit late in life to point out this.

About recruitment, may I just talk of my people of the Indian community—I know them better; I am one of them—the Adivasis? There is reservation for them. I would like my friends here to tell us why they have not been able to fulfil the quota that has been allotted for them. Why? As I said, only the other day, is it because there is a dearth of candidates? There cannot be a dearth of candidates when for nearly two decades we have scholarships. No. They say, no candidates are coming forward. Recently in the South Eastern Railway one of their senior officers came to me saying, "Can you provide some candidates? Nobody is coming forward." I provided the boys, but then all the jobs had been filled up. There is not much time at my disposal and I need not talk too much about it.

Shri Ranga (Chittoor): You were going to talk about promotions.

Shri Jaipal Singh: About promotions it is a disastrous thing for the scheduled tribes and scheduled castes. Let them be recruited but after that they must show their merit.

Shri M. R. Krishna: There was the decision of the Supreme Court.

Shri Jaipal Singh: The Supreme Court be hanged.

Mr. Chairman: The hon. Member will please withdraw this because that is not proper.

Shri U. M. Trivedi: He must withdraw it. It is in bad taste.

Shri Jaipal Singh: It is already withdrawn. I have no case better than that of Mr. Trivedi.

Then, there is the question of developing the railway community. The railway community, I feel, deserves the support of this Parliament for a special treatment. By 'special treatment', I mean that when it comes to recruitment to the Railway Services, they should have the advantage. In other words, what I feel is that the railway population—I do not mean merely the working people but also their families and others—should be enabled to qualify for the Railway Services. For example, there could be polytechnics all over the place because the Railway community are born in a certain atmosphere, they grow up in a certain atmosphere and that atmosphere is something natural to them. I do not know whether the recommendations of the Kunzru Committee have in any way been implemented and to what extent.

Lastly, I feel that the Railway administration could ease the hotel accommodation situation. At the present moment, as far as I know, in the South-Eastern sector, they have only two hotels and I do not know whether Aurangabad comes under the Railways....

Shri Ranga: Yes; their charges are too high.

Shri Jaipal Singh: So, there are only three hotels administered and run very well by the Railways. I feel that there could be many, many more hotels at the metropolitan terminus.

Shri Ranga: More retiring rooms.

Shri Jaipal Singh: Well, yes.

Finally, I feel that the Railways should be brought into the picture in the matter of coal. I know it does not come directly under the Railways. But I feel that the grievance the industrialists have about the supply and distribution of coal in time is something which should taken up by the Railways. That is to say, why should we not have stockpiling at various places throughout the country? After all, coal is a commodity which does not deteriorate with storage. So, why should we not have such stockpiling? Why should Delhi, the capital city, run short of coal? This is where I would like the other Ministries concerned to requisition the services of the railways.

I have much more to say but since my time is up, I would conclude by saying that I am very glad that you have given me a few minutes to speak on the railway budget.

Shri Rama Chandra Mallick (Jaipur): Sir, I thank you very much for giving me this opportunity to make some important observations on the railways. At the same time, I must also congratulate the hon. Railway Minister Shri S. K. Patil, the Minister of State Dr. Ram Subhag Singh, the Deputy Minister Shri Sham Nath and their able officers, and engineers and other employees for having presented this budget in a nice manner.

I must say that the Railway Minister has proved in action his helping attitude and sympathetic nature towards the poor people.

I am very glad that the hon. Minister has said in his speech that,—

> "Similarly, the survey of a possible new line to link the rich iron ore deposits of the Nayagarh area with the Paradip port is in progress. These are amongst the new projects to be considered for the Fourth Plan, depending on the resources available and the relevant factors that determine priority.".

In this connection, I want to bring to the notice of the Ministry that though Orissa is one of the richest States in India in the matter of land, forests, rich minerals, waters and marine resources, it has remained industrially backward because of the lack of cheap electrical power and adequate transport and communiciation facilities. Inadequate transport and communication facilities have been a major barrier to the economic and industrial development of Orissa.

The Paradip port when completed will be able to take 60-thousand-ton iron ore carrier, and will have a very efficient mechanical ore loading plant with a rated capacity of about 5,000 tons per hour. The plans for the development of the Paradip port also include ultimately the provision of facilities for taking 1 lakh-ton capacity oil tankers. It will thus occupy a place of pride amongst the gate-way of the east coast of the country. Its establishment will also give a tremendous impetus to the economic development of the State and besides being a source of great internal profits, it will also earn huge foreign exchange for the country. Therefore, it is high time for us, for the Central Government as well as for the Railway Ministry to do the needful in the matter. How can the economic condition of the State be developed without a railway line? I would, therefore, request that the hon. Minister should give first preference to the new line from Nayagarh-Daitari-Sukinda to Paradip port, for the development of the State of Orissa as well as our country.

Another important matter that I would like to mention for the consideration of the Ministry is this. The railway line from Cuttack to Talcher is already there. I would request that this line may please be extended up to the Rourkela plant. It will be the shortest route from Cuttack or

Bhubaneshwar to go to Rourkela. Now, if somebody wants to go from Cuttack to Rourkela, he has to go from Cuttack to Kharagpur and then go from Kharagpur to Rourkela. If anyone wants to go from Bhubaneshwar to Rourkela, he has to go first to Vizianagaram, and then to Titlagarh and then to Sambalpur and then to Jharsaguda and then to Rourkela. It is very necessary that there should be provided the shortest route from the capital of the State to Rourkela. So, I would urge that the line may please be extended from the Talcher coal-field to Rourkela steel plant. This is very important.

Now, I would like to make one point about my own constituency, namely Jaipur. The Jaipur town is glorious as the ancient capital of Orissa. It has occupied a distinct place in the different chapters of the religious history of Orissa. The ancient Hindu *shastras* and *puranas* extol in high terms the merits of this ancient site of religion. This town is one of the important places of pilgrimage in India and the people from different parts of India flock every year to this town to offer "*pinda*" to their departed forefathers. Although thousands of pilgrims are visiting this place and the Shree Biraja Temple during all the seasons of the year, still this town being situated about twenty miles from the railway station, they have to come here at the cost of heavy expenses and hard labour, the only means of communication and travel being the motor vehicle or bus, which hardly fulfils the needs of the pilgrims who are desirous of paying their homage to the *holy shrine of Biraja* and *Barahanath Sand*. It is a place of pilgrimage to be visited by people from all parts of India. It is one of the earliest centres of the old Orissa culture and civilisation and as such it opens out a rich studio for the students of history. If connected by railway, it is sure to develop soon into a gateway of prosperous trade and culture for the vast coastal tract of our State.

Here, I want to refer to one important point that the initiative was taken for having a loop line by the former BNR Company (Now, it is the South-Eastern Railway), and the land was measured, and a sketch plan was prepared and submitted to the railway authorities for approval. But, unfortunately, the high flood in the river Baitarani in the year 1927 was an impediment to the working out of the plan, and since then the proposal remains dropped. There is necessity for constructing the railway line in this section from the religious, economic and commercial points of view. I have got with me a railway map corrected up to 1st July, 1948. I have seen from that map that there was a proposal to construct a new railway line from Baitarani Road to the Biraja temple and the Jaipur town.

There is a proposal here to construct a new railway line from Cuttack to Kendrapara. I have already spoken about the need for the railway line connecting Paradip port. That line will go through Kendrapara and the Kendrapara problem will the solved. I would request the hon. Minister to consider this matter very sympathetically and see that the Biraja temple and the Jaipur town are connected by a railway line.

Now, I come to the problem of overcrowding in the railways. This is an important problem, and the passengers are indeed put to untold difficulties. Actually, I have seen that the number of tickets sold is more than the number of seats in the compartment. The traffic has been increasing day by day. In my State of Orissa two or three mail trains are there, namely the Madras-Howrah Mail, the Madras-Howrah Express, and the Howrah-Puri Express. As regards the Madras-Howrah Mail, I would like to cite certain instances here about the passengers' difficulties. Since I have no time to quote details, I would merely make a reference to page 575 of the Railway Guide. Nobody can travel by the Madras-Howrah mail from Howrah to Khurda Road in third class. Similarly, nobody can travel from Puri to Khurda

[Shri Rama Chandra Mallick]

Road in third class or from Khurda Road to Waltair or from Talcher to Khurda Road. Nobody can travel by the Madras mail except by first and second class. Does it mean that the people from Orissa should travel only by passenger trains? If somebody wants to go from Delhi to Howrah which is a distance of more than 1500 k.m. he will travel in 24 hours but if somebody wants to travel from Cuttack to Howrah which is a distance of about 300 k.m. by passenger train it will take 24 hours for him. Is this quite proper?

Sir, about the Puri Express, I wish to say something. Nobody can travel by the Puri Express from Howrah to Balasore in the Third Class. I want to draw the attention of the hon. Railway Minister to this point. It is the policy of the Government to introduce more janata express trains and give more facilities to the third class passengers and wayside passengers. May I know from the hon. Railway Minister as to how many Janata trains are there? May I know how many Janata trains are there on the South-eastern railway especially in my State of Orissa? Not a single janata train is there. There was one janata train running from Howrah to Hyderabad, which was a best train. I suggest that there should be more of janata express trains and other passenger trains. That may be from Howrah to Hyderabad or Puri or Madras; I have no objection to that.

Then, Sir, the Railway Minister said in his speech that 54 new trains and 61 new suburban trains were introduced on the broad gauge and 69 new trains including 2 suburban trains also were introduced on the metre gauge a few months back. They have been given so many trains, but we have not got any new train. The hon. Railway Minister said in his speech that these proposals have been approved or are under the consideration of Government for a further large increase in passenger trains in the time-table. I do not know whether we are going to get more trains or not. I therefore request that this matter should be considered very sympathetically.

Then, Sir, coming to another point, namely, about the new shuttle train service, I must say that there should be a shuttle-train service between Cuttack and Bhubaneswar, between the old capital and the new capital of Orissa. This is very necessary. This is a distance of about 30 kilometres. Suppose somebody wants to go from Baitharani Road to Cuttack, there is no train in the morning. So, such shuttle train may be arranged. It should start at 5 A.M. from Bhadrak. It should reach Cuttack or Bhubaneswar at 9 A.M. or 10 A.M. For the convenience of the local people, such shuttle service may be arranged from the next time-table. It should be of great help to the people. This should be from Bhadrak to Bhubaneswar.

Here, I wish to say something about Korai passenger halt which is about five miles from my own house. I have been repeatedly requesting that this passenger halt should be converted into a flag station. In this connection, there was one question which was asked by me in the Parliament. That was Question No. 76. I asked this question on the 9th November, 1962. My question was this:

> "Will the Minister of Railways be pleased to state (a) whether there is any proposal to increase the line, siding and station capacity of the following stations of Orissa under South Eastern Railway during the Third Five Year Plan periods (i) Baitarani Road; (ii) Korai-passenger-Halt; (iii) Jajpur-Keonjhar Road; (iv) Jakhapura; (v) Haridaspur; (vi) Bhadrak; and (vii) Garhmadhupur; and (b) if so, the details thereof?".

The Deputy Minister in the Ministry of Railways, Shri S. V. Ramaswamy answered as follows:

> "The loops at Baitarani Road, Jajpur-Keonjhar Road, Jakhapura,

Haridaspur, Bhadrak and Garhmadhupur stations are proposed to be extended to the standard length of 2250/. A crossing station is proposed to be constructed between Baitarani Road and Jajpur-Keonjhar Road, which is at a distance of about ½ mile from Korai Passenger Halt. It is also proposed to construct an additional platform at each of these stations for crossing of passenger trains."

I therefore very strongly suggest that Korai Passenger Halt should be converted into a flag station. I would like to say that there is a Block Headquarter, Police Station, Primary Health Centre, and number of middle schools in that area. The area is also thickly populated. As a representative of the people, I suggest that this passenger halt should be converted into a flag station.

Here I would like to say that several Members of Parliament including myself had written a letter to the then Railway Minister, Shri Dasappa, but unfortunately he is no more in this mortal world. We requested him for the stoppage of 37-Up and 38-Down Howrah-Madras Express at Baitarani Road and Soro. This should be done. This is a small thing. But it is very important for the public.

The last point is in connection with the extension of the footbridge at Jajpur-Keonjhar Road. This footbridge should be extended upto Malgodam. This is very important from the point of view of convenience of the passengers, railway staff as well as to the local people.

I hope the Railway Minister will consider all the suggestions I have made and take appropriate action.

श्री रामानन्द शास्त्री (रामसनेहीघाट) : सभापति महोदय, प्रथम तो मैं आपको धन्यवाद देता हूं कि आपने मुझे इस रेलवे बजट पर कुछ कहने का अवसर दिया । सौभाग्य से रेलवे के तीनों मंत्री यहां मौजूद हैं और अधिकारी भी यहां उपस्थित हैं । बजट अच्छा है, काम अच्छा चल रहा है लेकिन फिर भी जो गड़बड़ियां हो रही हैं और रेलवे में जिस प्रकार का भ्रष्टाचार है उसकी ओर मैं उनका ध्यान दिलाना चाहता हूं ।

हमारे यहां कहावत है कि दिया तले अन्धेरा । दिल्ली देश की राजधानी है । यहां सभी अफसर मौजूद हैं । रेलवे के ऊंचे अफसरान भी मौजूद हैं, फिर भी लाखों का करप्शन हो रहा है और रेलवे के अधिकारी उसे छिपाने की कोशिश कर रहे हैं । उदाहरण के लिये मैं दो चार बातें आपके समक्ष कहूंगा क्योंकि बहुत सी बातें कहने का समय नहीं है । लगभग दो साल हुए यहां पर बिजली विभाग में जो बिजली वर्कशाप है उसमें एक बहुत बड़ी चोरी हुई, गबन हुआ, और उसको दबाया गया । उसके बाद वर्ल्ड रेलवेमेन नाम के अखबार में यह बात निकली । जो रेलवे के छोटे कर्मचारी थे उन्होंने शिकायत की । इस पर रेलवे के सिक्योरिटी पुलिस आफिसर ने जांच कराई । उसने करीब करीब पौने दो लाख रुपये के गबन का पता लगाया, लेकिन चूंकि रेलवे आफिसर नहीं चाहते थे कि मामला आगे बढ़े इसलिये उन्होंने उसको दबाना चाहा । विजिलेंस के जो आफिसर होते हैं वे बिल्कुल रेलवे अधिकारियों के पीछे चलते हैं । उनकी मिली भगत होती है । मैं बराबर दो वर्ष से अध्ययन कर रहा हूं इसलिये दावे के साथ इस बात को कह सकता हूं । इसके बारे में मैंने मिनिस्टर साहब को लिखा । उसके बाद होम मिनिस्टर साहब को लिखा । लेकिन हुआ क्या कि जब विजिलेंस वालों ने यह काम नहीं किया तो होम मिनिस्टरी की जो स्पेशल पुलिस है उसको यह केस दिया गया । इसके अन्दर कौन कौन से अफसर हैं उनके नाम भी मैं बतला सकता हूं, लेकिन मैं कहना नहीं चाहता । कौन कौन अफसर इसमें शामिल हैं यह भी मुझे याद है, लेकिन हाउस में नहीं कहना चाहता । अगर कोई व्यक्ति-

[श्री रामानन्द शास्त्री]

गत रूप से मुझसे पूछेगा तो मैं बतला दूंगा। यह सब बातें उस समय लिख कर भी दे दी गई हैं। लेकिन आज तक हुआ क्या। जिस स्पेशल पुलिस को दिया गया वह भी पहले पी० पी० रह चुका है और बी० ए० एल-एल० बी० है। उस आदमी ने एक साल तक बराबर मेहनत की और मेहनत करने के बाद उन्होंने ऐसे प्वाइंट्स पकड़े जिनमें बारह रेलवे अधिकारी भी शामिल हैं और रेलवे कर्मचारी भी हैं। उन लोगों ने बारह आदमियों के चालान करने के लिये लिखा। उन आदमियों के नाम मैं नहीं देना चाहता। मैं बड़ौदा हाउस के सब से बड़े अफसर से मिला जब मैंने उन से सब बातें बताईं तो उन्होंने कहा कि हमने तय किया है कि केस वापस ले लिया जाये और डिपार्टमेंटल एक्शन लिया जाये क्योंकि इसमें कोई दम नहीं है। साल भर मेहन करने के बाद रिपोर्ट भेजी गई कि यह केस चलाने लायक है और उन्होंने सब प्रमाण पकड़े तब भी इस तरह से कहा जाता है। उदाहरण के लिये मैं बतला दूं कि रेलवे बोर्ड से दस नये रेफरिजरेटर गये बिजली के। उनको बिल्कुल नई कंडीशन में रिसीव किया गया था और कहा गया था कि वह चालू हैं। लेकिन वहां पर ओम प्रकाश आदि लोग उनके पुर्जों को बेच कर खा गये। इंजीनियर ओम प्रकाश चार्जमैन जिसको मुअत्तल करके उल्टा बड़ौदा हाउस में तरक्की दी गई है चोरियों का वह जिम्मेदार है, और लालचन्द डाक्टर को, जिसने नये पुर्जे खरीदे थे और पुरानों को नया साबित किया था, उल्टा तरक्की दी गई। अभी केस चल रहा है। लेकिन जिन आदमियों ने शिकायत की थी उनको भिन्न भिन्न जगहों पर ट्रांस्फर किया गया। यह सारी चीजें चल रही हैं। छोटे आदमी इस भ्रष्टाचार के बारे में कहते हैं और जो बड़े बड़े अफसर हैं वे उसको दबाते हैं। पिछले दिनों रेलवे कर्मचारियों ने भूख हड़ताल करने की नोटिस दी तो एक ऐडीशनल मेम्बर साहब ने उन्हें बुलाया और कहा कि रेलवे बोर्ड के बड़े अफसर दबाव दे रहे हैं, वहां के डाइरेक्टर कहते हैं कि अफसर दबाव दे रहे हैं कि हर किसी को दबाया जाये। आप देखिये कि किस तरह से पबलिक मनी से लाखों रुपये का गबन हो रहा है। यह सब इसलिये किया जाता है कि डिपार्टमेंटल एक्शन ले करके जो आदमी गवाही देते हैं और कहते हैं कि इनका चालान करो, उनका चालान न करके तरक्की दी जा रही है और कोशिश की जा रही है रेलवे डिपार्टमेंट में किसी तरह से दबाव डाल कर गवाहों को तोड़ा जाये। जब पिछले दिनों मैं ने होम मिनिस्टर साहब को लिखा तो वह कहते हैं कि मेरे पास फाइल नहीं आ रही है। मैं उसको मंगा रहा हूं। वहां बार बार आदमी बदले जाते हैं। वहां एक नये पी० पी० लगाये गये हैं वर्मा साहब। वह गवाहों से कहते हैं कि तुम्हें अपनी फिक्र तो खैर नहीं है, लेकिन इन बेचारों के बाल बच्चों का खयाल तो करो। जो पी० पी० एन्क्वायरी कर रहे हैं उन पर रेलवे डिपार्टमेंट के लोग दबाव डाल रहे हैं और उन के जरिये से गवाहों को दबा रहे हैं। मैं कहता हूं कि मेहरबानी कर के इन मामलों को अदालत में जाने दीजिए ताकि अगर भ्रष्टाचारी अफसर भी हों तो अदालत में मामला खुल जाये क्योंकि लाखों रुपयों का जो गबन हो रहा है उसे बतलाने के लिए लोग तैयार हैं। लेकिन उन्हें दबाया जा रहा है। मेरे पास समय नहीं है नहीं तो मैं आप को बहुत सी बातें बतलाता।

मैं आप को एक उदाहरण देना चाहता हूं। छोटी लाइन पर सराय रहेला में रिक्षपाल सिंह नाम का एक शन्टर है। उसे गवर्नमेंट की तरफ से मकान अलाट हुआ है। लेकिन उस के अलाटमेंट के लिए जो रुपया तय हुआ था वह उस ने क्लर्क को नहीं दिया। उस आदमी को मुअत्तल कर दिया गया

है । दो साल से वह मुअत्तल है । हमारे डाक्टर साहब मिनिस्टर हैं । उन्हें दो बार लिखा गया है । वह कहते हैं कार्रवाई हो रही है । दो साल हो गये वह भूखों मर रहा है । उस को मुअत्तल कर के मामले को बीच में डाला हुआ है । एक अफसर है वह उस से कहता है कि किसी तरह से आपस में सुलह-नामा कर लो । मैं ने मिनिस्टर साहब को लिखा है कि जब मकान अलाट किया गया है तो क्यों उस आदमी को तंग किया जाता है । मेरे पास आर्डर की फोटो कापी थी । मैं ने उसे दिया है । फोटो कापी देने पर भी वह आज दबाया जा रहा है छः महीने से । उस को दो साल से इस तरह से मुअत्तल किया हुआ है । इस तरह के जो अफसर होते हैं वे छोटे कर्मचारियों को काम नहीं करने देते । मैं नहीं कहता कि सभी अफसर ऐसे होते हैं । अच्छे अफसर भी बैठे हुए हैं । लेकिन चूंकि रेलवे बदनाम होती है इस लिए वे भी चुप हो जाते हैं और इस तरह से लाखों रुपयों का गबन होता है । रोजाना कोयले की चोरी होती है । मैं आम तौर से हरिद्वार जाता रहता हूं । वहां पर शिकायत कर के मैं ने जो स्टोरमैन था उस को हटवाया । उस का नाम भी मुझे याद है, लेकिन मैं उसे बतलाना नहीं चाहता । खाली लक्सर का नाम ले देना ही काफी है। वह फिर रिश्वत दे कर मुरादाबाद से उसी जगह गया और उसकी 200 रु० माहवार की आमदनी है । ठेकेदार का थोड़ा सा कोयला रक्खा रहता है । जब पकड़ा जाता है तो कहता है कि ठेकेदार का कोयला था, उस को हटा रहा हूं । यह तो एक छोटी सी बात मैं ने बतलाई ।

इसी प्रकार मैं बतलाता हूं कि किसी भी कर्मचारी की भरती होती है तो बिना रिश्वत के नहीं होती । आम तौर से 100 में से 50 आदमियों की भरती रिश्वत से होती है । इस प्रकार से सेलेक्शन में पक्षपातपूर्ण कार्र-वाइयां होती हैं । रेलवे एक व्यापारिक महकमा है और पब्लिक मनी उस में आता है । आप ने किराया बढ़ा दिया है । मैं किराया बढ़ाने का विरोध नहीं करता हूं लेकिन पब्लिक के रुपये का जो दुरुपयोग होता है वह रुकना चाहिए । बड़े बड़े अफसर अफसरों का पक्षपात करते हैं, वे गरीबों का पक्ष नहीं लेते । अगर नीचे वाले अफसरों की बात ही माननी है तो अफसरों को हजारों रुपये तन्ख्वाह के क्यों दिये जाते हैं । नीचे वालों का फैसला ही क्यों नहीं मान लिया जाता । हर मामले में इतनी देरी होती है और इस प्रकार से गरीब लोगों को परेशान किया जाता है । ऐक्सि-डेंट्स के लिए भी जिम्मेदार अफसर हैं । छोटे आदमी नहीं हैं । छोटे आदमी तो एक दो रुपये की रिश्वत लेते हैं लेकिन बड़े अफसरों में हजारों लाखों रुपयों का गबन होता है । चूंकि रेलवे में आमदनी ज्यादा होती है इस लिए इस का खयाल नहीं किया जाता । लेकिन मैं कहता हूं कि जितना रुपया रेलवे में वेस्ट हो रहा है अगर उसका सदुपयोग किया जाए तो बहुत फायदा हो सकता है ।

अब मैं आपको एक उदाहरण बुकिंग आफिस का देना चाहता हूं । मैं देखता हूं जितना रुपया आप पुलिस पर इस मामले में खर्च करते हैं उस का लाभ नहीं होता । पुलिस वाले अपने ऊपर जिम्मेदारी न ले कर क्लर्क के ऊपर डाल देते हैं । हम देखते हैं कि क्लर्क तो ड्यूटी पर रहता है लेकिन पुलिस वाला नहीं रहता । पुलिस वाला खुद चोरी करवाता है और जिम्मेवारी क्लर्क पर डाल देता है । मेरे पास आंकड़े हैं कि कौन कौन दिन कितनी चोरी हुई और किस तरह से माल चला गया ।

सभापति महोदय : स्वामी जी, ये सब बातें आप मिनिस्टर से जा कर क्यों नहीं कहते ?

श्री रामानन्द शास्त्री : बीस आदमी पकड़े गए, कि जब जो मरकिल इनचार्ज है और जो सुपरिंटेंडेंट है उस को पूछा गया

[श्री रामानन्द शास्त्री]

तो उसने कहा कि चोरी हुई ही नहीं । तो यह तो अफसरों का हाल है । वे बड़ौदा हाउस को कहते हैं कि चोरी हुई ही नहीं । ऐसा अंधेर मचा हुआ है ।

विजिलेंस वाले छापा मारने से पहले अपने आने की सूचना दे देते हैं । उनका स्टेशनों से कुछ रुपया बंधा हुआ है । जहां से नहीं मिलता वहां छापा मार कर अपनी ड्यूटी बजा देते हैं ।

अभी मैं ने रिछपाल के मामले में बताया कि रुपया उस आदमी की तनखाह में से लिया जाना चाहिए जिसने उसको गलत क्वार्टर एलाट किया लेकिन उस को अफसरों ने दबाया हुआ है । इस प्रकार की मेरे पास सैकड़ों शिकायतें हैं । मैं सन् 1952 से पार्लियामेंट का सदस्य हूं । मैंने इन चीजों का काफी अनुभव किया है ।

अभी हमारे एक भाई कहने लगे कि पिछले मिनिस्टर ने यह किया और वह किया । अगर एक आदमी ने किसी गरीब पिछड़े वर्ग को कुछ सीटें दीं तो वह चिल्लाते हैं कि ऐसा नहीं करना चाहिए था । जब आप ने रिजरवेशन किया है तो उन को सीटें मिलनी चाहिए थ । लेकिन अब उस को उलटने का प्रयत्न किया जा रहा है । मैं नाम नहीं लूंगा लेकिन मुझे पता चला है कि सरकुलर निकाला गया है कि हरिजनों के मामले में ढिलाई की जाय । उनमें छुआछूत बर्ती जाती है । उनको नौकरियों में नहीं लिया जाता । बाबू जगजीवन राम के समय में हरिजनों के लिए कुछ किया गया था लेकिन अब उसके खिलाफ सरकुलर जारी कर के मिनिस्टरों को बदनाम किया जा रहा है क्योंकि उन के नाम से सरकुलर जारी किए गये हैं ।

डा० राम सुभग सिंह : ढिलाई की कोई बात नहीं है ।

श्री रामानन्द शास्त्री : मिनिस्टरों के नाम लेकर सरकुलर निकाले गए हैं कि हरिजनों की तरक्की को रोको । ऐसा कर के मिनिस्टरों को बदनाम किया जा रहा है । इन सब बातों की तरफ ध्यान देना चाहिए ।

एक बात और कहना चाहता हूं । इस के लिए हम भी जिम्मेवार हैं । हमने ही पहले शिकायत कर के इस काम को ठेकेदारों से हटवा कर रेलवे को दिलवाया था । लेकिन अब मैं जब लखनऊ जाता हूं तो वहां पर बैरा मुझे चाय नहीं देता । हम शिकायत करें तो कोई सुनता नहीं । अब तो वह समझते हैं कि हम को तो तनखाह मिलती है, और तो कुछ मिलता नहीं, इसलिए वे परवाह नहीं करते । यह शिकायत अन्य बहुत से स्टेशनों पर भी है । मैं ने लखनऊ का तो उदाहरण दिया है ।

एक बात और कहना चाहता हूं कि सहारनपुर से एक गाड़ी हरद्वार जाती है जो वहां 9 या साढ़े 9 बजे पहुंचती है । उसमें अमूमन अंधेरा रहता है । इसकी शिकायत की पर ध्यान नहीं दिया गया । इस तरफ ध्यान दिया जाना चाहिए ।

सभापति महोदय : स्वामी जी, आप का समय हो गया ।

श्री रामानन्द शास्त्री : अन्त में मैं यह कहना चाहता हूं कि जो बातें मैं ने कही हैं उन का ध्यान रखा जाय और जो भी भ्रष्टाचारी हो, चाहे वह बड़ा अफसर ही क्यों न हो, उन को कड़ा दण्ड दिया जाना चाहिए । इसमें पक्षपात न बरता जाय ।

इन शब्दों के साथ मैं इस बजट का स्वागत करता हूं ।

श्री हेमराज (कांगड़ा) : सभापति महोदय, मैं आप का आभारी हूं कि आपने मुझे बोलने का मौका दिया । हमारे रेलवे के तीन मंत्री हैं, उन में से दो तो चले गए हैं एक बैठे हैं । उन के सम्बन्ध में एक बात तो हर जगह रोशन हो चुकी है कि जो भी मुहकमा उन के नीचे होता है उस में वह एक नई जिन्दगी डाल देते हैं । इसीलिए उन्होंने जो इस मुहकमे का बजट पेश किया है उस के लिए उन को बधाई दी गयी है । मुझे आशा है कि इस मुहकमे में जो शिकायतें हैं उन को दूर करने में उन का जबरदस्त हाथ अपना काम करेगा और हमारी शिकायतें दूर हो जाएंगी ।

मौजूदा साल में ज्यादा पैसिंजर गाड़ियां चलायी गयी हैं और मुल्क को जितनी चाहिए थी उस से ज्यादा वैगन कैपेसिटी रेलवे की हो गयी है । और जो रेलवे में आप ने इंसेंटिव स्कीम चलायी है उस से वर्कशाप्स में काम भी ज्यादा होने लगा है । ये सब चीजें होते हुए भी मैं मिनिस्टर साहब का ध्यान एक खास चीज की तरफ दिलाना चाहता हूं, और चाहता हूं कि उस मामले में भी वह रोशनी दें और उस को सुधारें ।

यहां पर तीन किस्म की लाइनें हैं, ब्राडगेज, मीटर गेज और नैरो गेज । जहां तक पहली दो लाइनों का ताल्लुक है उनके बारे में तो आप की रिपोर्ट से जाहिर होता है कि काफी अच्छी बातें की गयी हैं और सब कुछ किया गया है । लेकिन जहां तक नैरो गेज का सवाल, उस के बारे में आप की रिपोर्ट बन्द हो जाती हैं । ये नैरो गेज लाइनें चालीस सारे मुल्क में हैं और ये ब्रांच लाइन्स हैं । इन की हालत बहुत खराब है । आप ने जो एक्सीडेंट कमेटी नियुक्त की थी जिस को कुंजरू कमेटी भी कहते हैं, उस ने इन लाइनों पर एक चैप्टर लिखा है । उन्होंने लिखा है कि ये चाल न लाइनें हैं । इन के मुताल्लिक यह चीज बहुत दिनों से चल रही थी कि रेलवे बोर्ड इस बात का फैसला करे कि इन में से किन किन लाइनों को रखना है और किन किन को नहीं रखना है । लेकिन रेलवे बोर्ड आज तक इस का फैसला नहीं कर सका । कुंजरू कमेटी की रिपोर्ट देखने से पता चलता है कि ये लाइनें 3115 मील की हैं । रेलवे बोर्ड ने फैसला किया कि इन में से पांच लाइनों को रखा जायगा और बाकी को नहीं रखेंगे । लेकिन अभी इस पर अमल नहीं किया गया और उन पांच लाइनों को भी अच्छा नहीं होने दिया गया । उन्होंने एक और फैसला किया हुआ है जिस का पता हम को नहीं था लेकिन कुंजरू रिपोर्ट जाहिर करती है :

"Consequently, the Railway Board appear to have adopted an attitude of inactivity in the matter. After disallowing any expenditure on these lines during the Second Five Year Plan, they decided, early in 1961, to retain the following five narrow gauge lines."

उन्होंने उन पांच लाइनों के नाम दिए हैं जिन को रेलवे बोर्ड रिटेन करना चाहता है । वे इस प्रकार हैं :

Darjeeling-Himalayan Railway, Simla-Kalka, Kangra Valley section, Matheran-Neral and Narrow Gauge system of South-Eastern Railway in Satpura Range.

लेकिन आज तक रेलवे बोर्ड वाले इस बात का फैसला नहीं कर पाए कि उन को इन का क्या करना है । बल्कि कुंजरू साहब ने अपनी रिपोर्ट में एक और बात लिखी है कि पांच साल में इन की हालत और खराब हो गयी है । उन्होंने लिखा है :

"We consider it wasteful to permit those narrow gauge lines to operate where alternative road services can give better, quicker and more economical performance. It may be recalled that the running of these lines during the last seven years resulted in a loss of

[श्री हेमराज]

Rs. 22·68 crores, which is more than the capital-at-charge of the Chittaranjan Locomotive Works."

मुझे यह अर्ज करना है कि रेलवे मंत्रालय की इस सम्बन्ध में जो एक इनडिसीशन की पालिसी चली आई है वह समाप्त की जाय और उनमें से सरकार को जिन जिन लाइनों को रखना है उन को रक्खें और उनकी हालत बेहतर बनायें। ऐसा न हो कि यह चालीसों की चालीस लाइनें आप इसी तरह से चलाते जायें और नतीजा यह निकले कि इन में से जिनकी हालत आप बेहतर बनाना चाहते हैं उनकी भी हालत बेहतर न बना सकें, उनमें भी सुधार न ला सकें। इस बारे में डिसीशन तो ले लिया गया है लेकिन उस पर कोई अमल नहीं किया गया है। इस तरह से लोगों को एक मुग़ालते और धोखे में नहीं रखना चाहिये। आपने फैसला ले लिया कि इन पर खर्च नहीं करना है जिसका कि नतीजा यह होता है कि वह लाइनें गन्दी हालत में रहेंगी और यह नैरो गेज लाइन्स हमेशा उसी पुरानी हालत में चलेंगी। कुंजरू साहब ने रिहैबिलिटेशन आफ़ नैरोगेज लाइंस के बारे में पैरा 25 पर यह लिखा है :—

"After having decided the sections that are to be retained, the Railway Board should plan and provide more expeditiously than at present, renovation of the track, replacement of rolling stock, and their proper maintenance so that their present record of large number of accidents, however innocuous, can be radically improved."

एक बात मैं रेलवे के मिनिस्टर साहबान से अर्ज करना चाहता हूं क्योंकि मैं यह मानता हूं कि जहां वे किसी भी मामले में जल्दी निश्चय करलेने वाले हैं वहां फिर उसको अमल में लाने में कोई काहिली और सुस्ती करने वाले भी वह नहीं हैं और इसलिये मैं समझता हूं कि वह इस बात को जरूर अपने ध्यान में रखेंगे कि जिन नैरोगेज लाइन्स को रिटेन करना है उनकी हालत को बेहतर बनाने की कोशिश करें।

इस बात की यहां पर काफी चर्चा की गई है कि रेल के किराये बढ़ाये गये हैं। अब जहां तक रेल के किरायों को बढ़ाने का सवाल है मैं यह तो क़तई तौर पर नहीं कह सकता कि किराये बढ़ा कर ज्यादती की गई है क्योंकि अख़राजात बढ़े हैं लेकिन एक बात मैं जरूर अर्ज करना चाहता हूं कि किरायों के बारेमें इस पैम्फलेट में तालिका दी गई है जो यह **मैमोरेंडम एक्सप्लेनिंग दी प्रपोज़ल आफ़ एडजस्टमेंट** इन फेयर्स प्रोवाइड किया गया है उसमें जो सलूक फर्स्ट क्लास वालों, ऐयर कंडीशंड वालों से किया गया है वह स्लीपर थर्ड क्लास वालों से भी किया गया है। मैं यह नहीं समझ पाया कि यह 10 परसेंट की इनक्रीज जो कि फर्स्ट क्लास के मुसाफिरों के वास्ते की गई थी वही थर्ड क्लास के यात्रियों के लिए क्यों की गई है? थर्ड क्लास के किरायों में अपेक्षाकृत कुछ कमी की जा सकती थी क्योंकि फर्स्ट क्लास में सफर करने वाले अमीर लोग होते हैं और वे आराम से सफर करने के वास्ते थोड़ा और एक्सट्रा पैसा देने से गुरेज नहीं करेंगे, उन पर मंत्रालय द्वारा अधिक बोझ डाला जा सकता था लेकिन ऐसा न किया जा कर सब पर यकसां चाहे वह थर्ड क्लास की गरीब जनता हो और चाहे वह ऐयर कंडीशंड की और फर्स्ट क्लास में चलने वाली अमीर जनता हो, सब पर एक सा यह अतिरिक्त किराये की बढ़ती का बोझ डाल दिया गया है। मैं यह समझता हूं कि 10 परसेंट इनक्रीज का यकसां बोझ उचित नहीं है।

जहां तक पैसेंजर्स ऐमिनिटीज़ का सम्बन्ध है यह ठीक है कि उनके सम्बन्ध में ग्रान्ट्स दी गई हैं। इस बारे में सन् 1965

की आडिट रिपोर्ट को पढ़ने से मालूम होता है कि तीन करोड़ रुपये की रकम सालाना हर साल पैसेंजर्स ऐमिनिटीज पर खर्च करने के वास्ते प्रोवाइड की गई थी लेकिन हम देखते हैं कि फर्स्ट फाइव इयर प्लान में 1 करोड़ 67 लाख की कमी रही, सैकिंड फाइव इयर प्लान में 38 लाख की कमी रही और 61, 62 और 63, 64 को मिला कर 3 करोड़ 57 लाख की कमी पैसेंजर्स ऐमिनिटीज में रही । मैं चाहता हूं कि इधर ध्यान दिया जाय और इस बात की सावधानी बर्ती जाय कि जो भी पैसा पैसेंजर्स अमिनिटीज के वास्ते जिस साल के लिए रखा जाय वह उसी साल में खर्च हो जाय ।

मुझे उसमें यह पढ़ कर हैरानी हुई कि नैरोगेज से मीटर गेज के बदलने का काम भी पैसेंजर्स ऐमिनिटीज में डाल दिया गया है । मेरे विचार में यह नैरोगेज से मीटर गेज के करने का काम और खर्च पैसेंजर्स ऐमिनिटीज के खर्च में नहीं गिना जाना चाहिए । यह जो आपकी ऐनुवल रिपोर्ट है उसके पेज 66 पर **कनवरशन ऑफ़ नैरोगेज इनटू मीटरगेज और ब्रोडगेज** यह भी पैसेंजर्स ऐमिनिटीज में आता है । ऐसा करना कहां तक दुरुस्त है इसे मंत्री जी को देखना चाहिए ।

मैं यह समझता हूं कि शायद किराया बढ़ाने की जरूरत भी न पड़ती । पहले आप के पास सिविल पुलिस थी, रेलवे पुलिस थी और अब आप के पास यह रेलवे प्रोटेक्शन फोर्स की एक नई पुलिस भी हो गई है । इनकी बाबत यहां पर जो सवाल जवाब हुए थे तो उसमें यह बतलाया गया था कि इन पर हर महीने हिन्दुस्तान में सारी रेलों पर 2 लाख 72 हजार के यह पिल्फेजेज होते हैं । रेलवे द्वारा प्रीवेंटिव मेजर्स लिये जाने के फलस्वरूप तमाम रेलवेज पर रिक्वरीज करीब 53,138 रुपये प्रति माह की होती है । अब यह एलेक्ट्रिकल और मिकैनिकल फिटिंग्स का तमाम रेलवेज का प्रति माह जो 2,71,127 रुपये का नुक्सान होता है हो सकता है कि शायद यह आपकी रेलवे प्रोटेक्शन फोर्स और रेलवेमैन का भी उसके लौस में हाथ हो, वह भी उसमें इनवोल्व्ड हो सकते हैं इसलिये इस ओर भी रेलवे मंत्री महोदय को विशेष रूप से ध्यान देने की जरूरत है ।

इसके साथ ही मुझे यह भी निवेदन करना है कि मेसर्स ए० एच० व्हीलर को तमाम रेलवेज पर बकस्टाल्स रन करने की जो एक मोनोपली दे रखी है, एक्सक्लूजिव ठेका दे रखा है उसके बारे में भी हाउस में सवाल किया गया था और जवाब में यह बतलाया गया था कि उनका वह ठेका सन 1966 तक चलेगा । मैं चाहता हूं कि यह एक ही एजेंसी की मोनोपली हमेशा के लिए कायम नहीं रहने देनी चाहिये और जब यह मियाद खत्म हो और ठेका रेन्य करने का सवाल पेश हो तो इस बात का ख्याल रखा जाय और व्हीलर की इस मोनोपली को तोड़ कर दूसरी जो और बहुत सी संस्थाएं हैं उनमें किसी भी उपयुक्त संस्था को यह ठेका बकस्टाल्स का देना चाहिए ।

अब मैं कांगड़ा वैली रेलवे के बारे में कुछ अर्ज करना चाहता हूं । जैसा मैंने पहले अर्ज किया रेलवे बोर्ड अभी तक यह निश्चय नहीं कर पाया है कि कौन कौन सी नैरोगेज लाइंस उसे रिटेन करनी हैं तो उसका नतीजा यह हुआ है कि जितनी भी यह नेरोगेज की लाइंस हैं उनमें से किसी की भी तरक्की नहीं हुई है । हमारी जो यह कांगड़ा वैली रेलवे है उसके लिए अभी तक यह तय नहीं हो पाया है कि कितने लोकोमोटिव्स इस कांगड़ा वैली रेलवे को दिये जायेंगे । इनका जो पुराने माल का परसेंटेज है वह मीटरगेज से बहुत ज्यादा है । 38–50 के करीब इनका परसेंटेज है जिसका कि परिणाम यह हो रहा है कि लोकोमोटिव्स की शोर्टेज के कारण गुड्स मूवमेंट रैस्ट्रिक्टेड है । उसी तरह से यात्री लोगों को भी परेशानी का सामना करना पड़ता है । काफ़ी ओवरक्राउडिंग वहां पर

[श्री हेम राज]

होती है । वहां पर कांगड़ा वैली में प्रोजेक्टस भी चल रहे हैं, जोगेन्द्रनगर हाईडरो प्रोजेक्ट वाले के साथ साथ ज्वालामुखी का भी प्रोजेक्ट चल रहा है । इसके अलावा बोरडर ऐरिया होने के कारण छावनियां भी बन रही हैं । वहां पर काफ़ी रेलवे का महत्व हो गया है और इस कारण यह आवश्यक हो जाता है कि वहां पर रेलवे की व्यवस्था में सुधार किया जाय, उसका प्रसार किया जाय और अधिक तादाद में रेलवे रोलिंग स्टाक वहां के लिए प्रोवाइड किया जाय ताकि रेलवेज़ बढ़ी हुई जिम्मेदारियों को उस इलाक़े में सुचारू रूप से पूरा कर सकें । वहां पर पैसेंजर गाड़ियों की तादाद बढ़ायी जाय ।

एक सवाल मैंने किया था और उसे मैं इस मौके पर फिर उठाना चाहता हूं । रेलवे बोर्ड को जैसा मैंने निवेदन किया उसे कोई डिसीशन लेते लेते सालों लग जाते हैं । रेलवे बोर्ड ने 25 डीज़ल लोकोमोटिव्स मंगवाये हैं। 10 इंजन उत्तर रेलवे को दिये गये हैं। अब उन दस इंजनों में से कांगड़ा वैली रेलवे को कितने इंजन देने हैं इसका फैसला अभी तक नहीं हुआ है । अगर निश्चय करने में इसी तरह से देरी की जाती रही तो एफिशिएंसी पर इसका अच्छा असर नहीं पड़ने वाला है । इसलिए मैं अपने मिनिस्टर साहबान से कहूंगा कि वे इस बारे में जल्द कोई फैसला करें ।

एक बात मैं और अर्ज़ कर दूं । हमारे जो पैसेंजर्स शैड्स हैं वह दरअसल पैसेंजर्स शैड्स न होकर मुर्दाघाट से प्रतीत होते हैं क्योंकि वे बिल्कुल छोटे और अपर्याप्त होते हैं । मेरी समझ में उनमें दस आदमी भी बैठ नहीं पायेंगे । इसलिए पैसेंजर्स शैड्स को बड़ा किया जाय ।

ज्वालामुखी रेलवे स्टेशन एक बड़ा स्टेशन है जहां पर कि लाखों यात्री आते हैं, महत्वपूर्ण आयल प्रोजेक्ट भी होने के कारण वहां के लिए काफ़ी सामान जाता है इसलिए वहां का जो पैसेंजर्स शैड है वह विशेष करके और अन्य दूसरे स्टेशनों के शैड्स को बड़ा किया जाय ।

इसके साथ ही साथ ज्वालामुखी रेलवे स्टेशन पर ड्रिंकिंग वाटर के पम्प का इंतज़ाम अवश्य होना चाहिए ।

चूंकि घंटी बज चुकी है इसलिए मैं अब और अधिक न कहते हुए अपना स्थान ग्रहण करता हूं । धन्यबाद ।

Shri S. M. Banerjee (Kanpur): Mr. Chairman, at the outset, I must say that I have every praise for our railwaymen who are doing their best to improve the efficiency of the Indian Railways. It is only because of their strenuous efforts that the country had been given a surplus budget. But, Sir, I must express rather my sorrow that the third-class fare has been increased in this year's budget. We were expecting that at least in this budget our new Minister who is famous for his dynamism will not increase the third-class fare and will not trouble the third-class passenger any more. From Kanpur to Howrah a third-class passenger will have to pay Rs. 1·70 paise more. That may not mean anything to those who are earning a lot; but if a person, who is earning hardly Rs. 100 a month and also with the ever mounting cost of living, is to travel with his family, he has to pay Rs. 5 more to go to Howrah from Kanpur. The whole difficulty in this country is, the taxes are to be squeezed out from the bones of those where not a drop of blood exists. I would request Mr. Patil and my hon. friend, Dr. Ram Subhag Singh, who represents the poor people, to kindly reconsider the decision and see whether they could possibly exempt the third-class passengers.

Coming to the various aspects of our Railways, I must say that the

work regarding electrification of railway has been done very effectively and efficiently. But there is mounting discontent among the employees who are doing this work. They have already submitted a memorandum to the Railway Administration, to the Members of the Railway Board and to the Minister of Railways. I would request that something should be done in their case to redress their genuine grievances before it is too late. I don't want that the workers who are engaged in this electrification work should resort to any action which may not be in the larger interests of this country. So, I would request Dr. Ram Subhag Singh to hold a meeting with the representatives of All India Railway-men's Federation and also with the representatives of Railway electrification workers to decide this issue by talking across the table.

The next point is about appointment of a Wage Board. This demand has been supported by the National Federation of Railway-men also. I happen to be the President of Southeastern Railway-men's Union which is affiliated to All India Railwaymen's Federation of which my hon. friend, Shri Peter Alvares, is the General Secretary. We have demanded the appointment of a Wage Board with full powers and with a person who has got a judicious mind as the Chairman because all the grievances of the Railway-men cannot be thrashed out by sitting across the table or sitting around the table in the form of a permanent negotiating machinery. The time has come when the recommendations of the Second Pay Commission have no relation with the rising cost of living today because it was thought by the Second Pay Commission, by the members of the Second Pay Commission, that prices would stabilise somewhere. Unfortunately, when this Government has miserably failed to hold the price-line, the pay scales of those getting Rs. 70 to Rs. 100 have no relation to the rising cost of living. I know the Railway Ministry will say that they appointed a Committee called Shankar Saran Committee, and the recommendations of that Committee have also been implemented. Though in certain cases, this Committee's report was accepted *in toto* by the Railway Board with slight modifications, it has not been implemented, for instance, in the Kharagpur Workshop and also in certain places in Southeastern Railway these recommendations have not been implemented. Job evaluation has been done, but not implemented. I would request the hon. Minister to see that the recommendations of the Shankar Saran Committee are implemented properly and objectively.

The appointment of a Wage Board has become a question of life and death for the Railway employees throughout the country . 12 to 13 lakhs of Railway employees have agitated throughout the country; they led a big demonstration in Delhi also, for which they came all the way from every corner of the country; they demonstrated before Rail Bhavan also. I am sure the Railway Minister will kindly take note of this and see that a Wage Board is appointed. They do not want an immediate increase but they want an objective, job analysis of their jobs; whether the correct man is doing the correct job and whether the C grade man is doing the C grade job or the fitter is doing the fitter's job and so on. So, I request that a Wage Board should be appointed and the Government should not have any hesitation in appointing a Wage Board.

Another point is that the railway employees are not enamoured of Rs. 7 or Rs. 8 or Rs. 11 as dearness allowance. They know that unless the prices are pegged somewhere and are brought down, unless the prices of all essential commodities are brought down to a reasonable level, this increase in the dearness allowance does not mean anything. Their feeling is that the Government have miserably failed to hold the priceline. The other alternative is to increase their capacity to pay by artificially raising the dearness allowance; they all know that

[Shri S. M. Banerjee]

it is a vicious circle and that it will never end; this will result in more inflation. So, their request is that cheap grainships should be established as were started during the second world war. I do not know why the Railway Board is opposed to this.

I had a talk with various General Managers. I had a talk with the railway officials. Some General Managers have openly said: "Mr. Banerjee, I for one cannot take any risk to give you a cheap grain shop when foodgrains are not available. I can give you a cheap grainshop but not grain." If this is the attitude, I do not know what is going to happen I know that all these items may not be available, but at least those items which are used by the workers and the employees in their daily life should be made available in the cheap grainshops. The cheap grainshop is the only substitute where the employees will not demand higher dearness allowance. Everytime we are told that the people in the country are affected because 22 lakhs of Central Government employees want more dearness allowance. An attempt is made by the Central Government to bring the railway employees or the Central Government employees into conflict with the general people and they have a genuine feeling that the Central Government employees want more dearness allowance at the cost of their convenience, and the net result is that they are taxed for the convenience of the Central Government employees. That must be true to some extent. That is why I demand that cheap grainshops should be started with all those items which were given during second war. If that could be managed during the British days by a handful of officers, I do not know what stands in the way of the Government and why the Railway Ministry is not agreeing to this most reasonable demand to pay dearness allowance in kind, that is, in the form of cheap grainshops. This was the idea of the late-lamented Pandit Jawaharlal Nehru; he never preferred to pay dearness allowance in cash; he always wanted something to be paid in kind and I am sure Dr. Ram Subhag Singh and his able Minister, Shri S. K. Patil, also think in the same direction and that they will concede this demand.

My next point is about the night duty allowance. The payment of night duty allowance is restricted to certain categories. I do not know what is the logic behind it and how it is being done. I have gone through the question carefully and I feel that this has been sanctioned in a very illogical manner. If they feel that it has been done in a logical manner, then all the categories who are doing the night shift duty should be given this allowance. I am sure this demand will also receive the sympathetic consideration of the Railway Minister and that they will sanction it.

Coming to the point about victimisation: I am sorry to use this expression 'victimisation.' Whenever we use this expression, the Government representatives come forward and say, "Do not call it victimisation; it may be harassment." I might call it harassment. But what happened in the strike of 1960? In the posts and telegraphs department, with the exception of one or two representatives, all have been taken back, but in the railways, I am sorry to say—

Mr. Chairman: The time is up.

Shri S. M. Banerjee: Sir, I must be given some more time.

Mr. Chairman: He may continue tomorrow.

17 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, March 5, 1965/Phalguna 14, 1886 (Saka).

GMGIPND—LS I—2318 (Ai) LSD · 3-4-65—1020.